

**SPECIFICATIONS  
FOR  
RECONDITIONING OF THE SS. "LEVIATHAN"  
AND  
THE CONVERSION OF THE VESSEL  
TO BURN OIL AS FUEL**

**International Mercantile Marine Co.  
Construction Department  
October, 1921**

HERMAN BRUNS  
CHIEF CLERK  
GIBBS BROS. INC.  
OCT. 1921



SPECIFICATIONS  
FOR  
RECONDITIONING OF THE SS. "LEVIATHAN"  
AND  
THE CONVERSION OF THE VESSEL TO  
BURN OIL AS FUEL

Name of Company.....

Date .....

Receipt is hereby acknowledged of one copy of the above referred to specifications. It is understood and agreed that these specifications are to be regarded as strictly confidential and are subject to recall by the Chief of Construction, The International Mercantile Marine Company.

.....

.....

Title



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## GENERAL DATA

Length overall .....	949'-9"
Length between perpendiculars (40' W L).....	928'-5"
Beam moulded .....	100'-0"
Depth moulded to D Deck.....	70'-4 1/4"
Frame Spacing (General) .....	36.02"
Normal mean load draft.....	About 40'-0"
Deadweight carrying capacity on said draft.....	About 16,240 tons
Capacity of fuel oil compartments (exclusive of fore peak).....	9,616 tons
Capacity of fresh water compartments.....	3,470 tons
Maximum S. H. P. ....	About 100,000
Normal S. H. P. Service condition.....	About 65,000
Normal speed, Service condition.....	About 22 knots

Accommodation is provided for the following number of passengers and crew:—

1st. Class passengers (704 beds, 19 Pullman berths and 250 sofa berths) .....	973
2nd. Class passengers .....	548
3rd. Class passengers .....	944
4th Class passengers .....	934
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Total passengers .....	3399

A portion of the bunker space on H deck will be provided with necessary access and ventilation to permit the space being utilized for accommodation of 400 additional fourth class passengers in case of emergency.

Officers and crew, total.....	1100
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Total number of persons carried.....	4499



## TITLE I.

### GENERAL CONDITIONS AND REQUIREMENTS



## SECTION 1

## D E F I N I T I O N S

**Par. 1.—Agent**

Wherever the term "Agent" appears in these specifications, such term refers to the International Mercantile Marine Company, acting as Agent for the U. S. Shipping Board Emergency Fleet Corporation.

**Par. 2.—Pier**

The term "Pier" refers to the pier at which the steamer is now lying or hereafter may lie during the progress of the work under these specifications.

**Par. 3.—Prosecution of Work**

In the prosecution of the work under these specifications, the Agent, as above described, is acting for the U. S. Shipping Board Emergency Fleet Corporation, and the vessel shall be manned by and under the control of the Agent at all times.

**Par. 4.—Medium of Communication**

The Agent is the sole medium through which the contractor will receive orders and approvals for work or any other directions of whatever kind and description in connection with the work covered by these specifications.

**Par. 5.—Responsibility of Agent**

The Agent does not assume responsibility of any kind in connection with the work, other than that assumed by it under the contract dated Dec. 17th, 1919, between the International Mercantile Marine Company and the U. S. Shipping Board Emergency Fleet Corporation, which is hereby referred to and made a part hereof.

**Par. 6.—Approvals**

Wherever in these specifications or elsewhere in connections with this work, the approval or other action by the Agent is required, such approval or other action shall only be valid when given by the Agent's Chief of Construction or other official of the Agent designated in writing by the Chief of Construction for this purpose.

**Par. 7.—Use of Pier**

It is understood that as long as the ship remains at Pier 4, Hoboken, the contractor will have access to the vessel over the lower deck of a pier which will be furnished free by the U. S. Shipping Board.

**Par. 8.—Reconditioning and Refinish**

When the terms "Reconditioning" and "Refinish" are used hereinafter, they are understood to mean that all damaged or otherwise

unsuitable material, fittings, etc. are to be replaced by new material, etc. exactly duplicating the originals, if not otherwise stipulated, but in any event the equal of the originals in quality, finish, etc. It is further understood that the reconditioned or refinished structure or article must be equal to a new article or structure of similar quality and type.

## SECTION 2

### TERMS AND CONDITIONS GOVERNING BIDDERS AND CONTRACTORS

#### Par. 1.—Form of Bid

Bids to be submitted, in duplicate, in lump sum, for all work herein, or hereinafter, specified or implied, the said lump sum to include all charges of whatsoever nature for services and facilities required or necessary in connection with successful prosecution of the work herein specified and to produce a workable ship in all parts and appurtenances in accord with the intent of these specifications and plans pertaining thereto, it being understood that, except as specifically required in the specifications, the bids will include no work which is to be done on the main machinery equipment of the steamer, which stipulation, however, does not apply to work properly implied to be done in connection with the oil fuel installation. Such minor changes as are required by Agent to make the ship and all its parts workable in accord with the intent of these specifications and plans will be performed without extra cost, the intent being to permit reasonable changes without extra charges.

Wording of bid to be in the following form:—

(I or we) agree to faithfully accomplish and complete all of the reconditioning, new construction and repairs, renewals and replacements on the ss "Leviathan" including trial trips and all tests, as set forth in these specifications, and to abide by all of the conditions expressed or implied therein, for the sum of ..... (\$ ..... ) Dollars, completing same on the fifteenth day of March 1923, provided the contract is awarded us not later than Jan. 15th 1922, it being understood that the bid will remain open for acceptance until Febr. 15th, 1922, and that if contract is awarded later than Jan. 15th, 1922 a period of fourteen (14) months will be allowed us to complete the work hereunder.

Bids must be guaranteed and accompanied by a certified check or bond for 1% thereof, guaranteeing, if award is made, execution of

a contract and bond by successful bidder within thirty days from date of opening of bids.

For the information of the owner and agent, the bid must be accompanied by a schedule showing how said lump sum is made up with respect to:—

- (A) Oil Fuel installation, including all work under Title II .....
- (B) Certain parts of Title III as covered by the 6 items listed under schedule below .....
- (C) All of the work not included under "A" or "B" .....

Total of Lump Sum Bid .....

#### Schedule of Items Under "B"

Item 1—All ornamental work, carvings and art glass as described and scheduled in Title III, Group 2, Section 2, together with their installation on board the vessel.

Item 2—All portable furniture and upholstery, including upholstery for built-in-furniture, together with pillows and mattresses, as described and scheduled in Title III, Group 3, Section 2, Par. 1 to 12 inclusive, Par. 14 and 15, Par. 17 to 22 inclusive, Par. 24, Par. 26 to 30 inclusive, Par. 32 and 33, Par. 35 to 51 inclusive and Par. 57. Also the handling and store of the existing portable furniture and the complete installation, together with the securing in place of all existing and new furniture dealt with in the referred to paragraphs.

Item 3—All carpets and rugs as described and scheduled in Title III, Group 3, Section 4, together with their handling and storage and installation, including their securing to the decks.

Item 4—All curtains, draperies, sofa pillows, etc., with their hardware, etc., as described and scheduled in Title III, Group 3, Section 5, together with their installation on board the vessel.

Item 5—All paintings and pictures as described and schedules in Title III, Group 3, Section 6, together with their installation on board the vessel.

Item 6—All accessories as described and scheduled in Title III, Group 4, together with their installation on board the vessel.

#### Par. 2.—Co-operation and Co-ordination with other Contractors

The attention of bidders and contractors is directed to the fact that some of the work covered by this specification will be given out to other contractors, and it is understood that the carrying out of the

work in all its various parts must be done in co-operation and coordination with other contractors, as is customarily and usually done in the case of work of this class.

**Par. 3.—Right to have Work Done by Other Contractors**

The Agent reserves the right to have repairs, alterations or additions to the steamer, which are not included in these specifications, performed by other contractors at any time during the progress of the contract work or thereafter under such conditions as will be mutually satisfactory to the Agent and principal contractor.

**Par. 4.—Contract and Bond**

The successful bidder will be required to execute a formal contract which will embody all provisions of these specifications and plans pertaining thereto, with bond of a Surety Company for 15% of the contract price, guaranteeing complete performance.

**Par. 5.—Payments**

Payments will be computed and due at monthly periods on the first day of the month, and will be made on the basis of 75% of the value of work installed on board the steamer during the preceding month.

The payment of the balance will be due 60 days after the completion and acceptance of all the work hereunder. The Agent's decision as to the percentage of completion will be final, except as modified by paragraph 11. The contractor will submit detailed statements indicating his estimate of the percentage of completion to the Agent.

**Par. 6.—Liquidated Damages**

As time is of the essence of this contract, it is agreed that the contractor shall pay, as liquidated damages, for each and every day of delay beyond the time stipulated for completion, the following sum, viz: Five thousand dollars (\$5,000.00). The above only applies if all the work under these specifications is included in one contract.

**Par. 7.—Abatement of Liquidated Damages**

Liquidated damages will not apply to delays caused by fire, strikes or other causes over which the contractor has no control but no allowance shall be made for delays due to these causes unless notice in writing is given by contractor at the time delay occurs.

**Par. 8.—Determination of Liquidated Damages**

The decision of the Agent as to the amount of delay and as to the extent it will be excused as herein provided, shall be final and binding on all parties, except as modified by paragraph 11.

**Par. 9.—Procedure in event of contractor's default**

Should the contractor not proceed with reasonable despatch with the work of reconditioning, reconstruction and refurnishing the said

steamer as provided herein, the Agent, after due notice in writing of its intention to do so, may order the contractor to withdraw from the steamer and may proceed to finish and complete the steamer at the contractor's expense, and for that purpose may use and employ all materials brought on to the job or contracted for in connection with the work. The exercise of this right shall not affect the owners' right to liquidated damages.

**Par. 10.—Actual Condition of Existing Work**

Bidders must familiarize themselves with actual conditions aboard ship in connection with this work; and no information derived from any source whatsoever will relieve the successful bidder from fulfilling all of the requirements of the contract and specifications.

**Par. 11.—Intent, etc., of Specifications and Contract Plans**

It is the intent of the specifications, and of the plans accompanying and forming a part of them, to provide for the complete reconditioning and refurnishing of the vessel for the finest passenger service and to a standard fully equalling that followed in the original construction and furnishing. In the case of details which it is not possible fully to specify or of inadvertent omissions from the plans and specifications or of inadvertent inclusions therein, it is to be understood that the intent of the plans and specifications, regardless of such errors, shall be carried out in all respects and also that the supplying and installation of all fittings and outfits are to be in accordance with what is considered by the Agent to be the best practice, except where otherwise stipulated in the specifications.

If any dispute or differences shall arise relative to or concerning the contract plans and specifications or the meaning thereof, the decision of the Agent shall be final and binding on all parties, except that the contractor shall have the right in all cases to appeal from such decision to the President of the American Bureau of Shipping, anything hereinbefore or hereinafter to the contrary notwithstanding.

The contractor will not be allowed to take advantage of any minor errors and omissions that may, by oversight, have entered the specifications or have been overlooked on the plans.

No difference of nomenclature or of methods of obtaining results shall relieve the contractor from fulfilling completely the intent of the specifications and plans.

**Par. 12.—Specifications and Plans furnished by the Agent**

These specifications and plans are to be considered as confidential. A formal receipt blank is attached to each copy of specifications and must be signed by the receiver. The plans and specifications must

be carefully guarded and returned to the Agent on the completion of the work or sooner if requested.

The Agent will furnish to the contractor a reasonable number of the specifications and blueprints of the contract plans. The Agent will also furnish for the guidance of contractors such other plans as the Agent may consider desirable.

If more than one copy of the contract specifications and plans is required by bidders, additional copies will only be furnished on a deposit with the Agent of \$100.00 for each complete set, or \$25.00 for each Title.

When bids are submitted they must be accompanied by the total number of copies of plans and specifications given to the bidder and the failure of the bidder to comply with this requirement will result in the bids receiving no consideration.

The Agent will also furnish to the successful bidder detailed 1/4" General Arrangement deck plans; the contractor shall, as the work progresses, keep these plans up to date, show all modifications from time to time and add to the plans such parts as may be considered advisable or desirable to have shown on them.

The plans furnished are intended to show the general arrangement and not all minor details, and the absence of such details from the plans will not excuse the contractor from fitting them where necessary in the opinion of the Agent or when required by established practice.

In case departures from the requirements of the specifications or accompanying contract plans are found necessary or desirable on account of interferences between parts or other reasons satisfactory to the Agent, such departures will, if approved, be treated as developments of the plans and specifications but no departure shall be made except upon explicit written approval of the Agent.

Supplementing the specifications and plans above mentioned, photographic illustrations of the vessel's interior, fittings and equipment are available in the office of the Agent for the general information and guidance of contractors, which photographic illustrations will have the same force and effect as the specifications and drawings in all cases indicated in the specifications by reference thereto.

#### **Par. 13.—Discrepancies between Plans and Specifications**

The contract plans and specifications shall be considered co-operative, and all work necessary for the completion of the design shown on the plans, although not described in the specifications, and all work called for in the specifications, although not shown on the plans, shall be considered as a part of the whole and must be executed as if fully shown and/or specified.

In all cases where discrepancies exist between the specifications and the plans and between either of them and the photographs referred to in preceding paragraph, the specifications shall govern.

#### **Par. 14.—Modification from Original Arrangement and Design**

In carrying out the work strict attention shall be given to such modifications from the original design and arrangement as are shown on the contract plans and referred to in the specifications and as may be shown on plans developed from the contract plans and furnished to the contractor. In this connection attention is called to the fact that a portion of the bunker space on H Deck is reserved for accommodation of 400 additional fourth class passengers in case of an emergency and that proper and required access and necessary ventilation shall be provided for this space.

#### **Par. 15.—Subsequent Elaboration of Specifications**

The agent reserves the right from time to time as in its opinion may be necessary to provide additional detailed specifications covering points in these specifications which may be obscure or may require elaboration or amplification.

#### **Par. 16.—Completeness of Work Accomplished**

The work covered by the contract to be awarded under these specifications shall, when vessel is delivered to Agent, be complete in every respect, but in the case of such items of work as may possibly remain uncompleted, the Agent will prepare a list, together with a list of all items of work which may be found to be unsatisfactory and submit such lists to the contractor who will thereupon perform the work promptly without further cost or failing this, the Agent will have the work performed at the expense of the contractor.

#### **Par. 17.—Extent of and General Instructions governing the work to be performed by the contractor**

The contractor shall construct, furnish, install and secure in place everything needed in the reconditioning of the vessel, in accordance with plans and specifications, it being clearly understood that all material and labor of every description required to do so shall be furnished and done by the contractor, except such work and such articles as are hereinafter specifically called for to be done or supplied by the Agent and anything omitted in the specifications or on the plans which is necessary or usually furnished for this class of vessel shall, regardless of this fact, be provided by the contractor without additional cost.

It is the intention and desire of the Agent to, in general, retain the Joiner work now existing on the vessel, repairing and renovating it where damaged, or where found necessary, and replacing only such parts or portions which are definitely proven to be unsuitable for the



intended purposes, or where a change will materially improve their usefulness or appearance. In the portions of the ship where the Joiner work has been completely removed it is, if not otherwise specified, to be replaced by work of about the same character and type as that originally fitted so as to as nearly as possible harmonize with the existing work, modified where so decided upon. It is understood that where new construction can be simplified or modified without strikingly affecting the symmetry of the work as a whole it is permissible to do so, subject, however, in all cases to the Agent's approval.

The Agent reserves the right, from time to time during the reconditioning of the vessel, to make minor changes from the arrangement shown on approved plans, such as relocating furniture, plumbing fixtures, etc., when it is found that such changes will improve the arrangement of the quarters or facilitate installation; such reasonable changes shall be made by the contractor without additional cost.

All locks throughout the vessel shall be overhauled and missing ones replaced. Keys to be fitted and properly labeled for their respective locks. Master keys shall be furnished. All missing door springs to be replaced and new ones fitted where needed.

Illuminated and non-illuminated signs of satisfactory types and number, designating the decks, shall be affixed at stairways and other points as considered necessary by the Agent.

Certain fire screen bulkheads and doors, not originally fitted in the vessel, have been shown on the contract plans and are specified hereinafter. They shall be built by the contractors as a part of the contract.

If in the opinion of the Agent it becomes necessary to place in position further W. T. bulkheads in addition to those shown on the contract plans or noted elsewhere herein the steel structure of such bulkheads will be placed in position by the Agent at its expense. The arrangement plans may be modified in accord and such modifications will not be deemed a departure from the original plans or specifications where the installation of Joiner work in way of same on steamer has not been started.

**Par. 18.—Allowance for Items omitted at Agent's Direction**

The Agent reserves the right prior to the start or during the performance of the work, to direct or approve the omission of any items of construction, equipment or outfit covered by these specifications. If such omission takes place the contractors shall make a proper allowance therefor in form of a reduction in the contract price. The allowance will be based on the prevailing market price of the article

or the work, unless a price is stated herein, in which event the price stated herein will govern.

**Par. 19.—Equipment, Outfit and Fittings to be furnished by Contractor**

Any and all fittings, equipment and outfit referred to in these specifications or shown on the contract plans, or which are necessary or required in completing and fully equipping the vessel in accordance with the requirement of the same, shall be furnished complete by the contractor, except when in the specifications it is definitely stipulated that such articles shall be taken from the equipment now on board the vessel and not needed for their original purpose, or in the case of such articles as are hereinafter listed to be furnished by the Agent. All such articles furnished to the vessel, whether by the Agent or by the contractor, shall be installed by the contractor who shall furnish all labor and material necessary for the installation, except where it is distinctly specified that such articles shall be installed by the Agent.

All articles furnished by the contractor, unless otherwise specified, must be approved in advance by the Agent.

All miscellaneous fittings and items of outfit and equipment pertaining to these specifications not mentioned therein, but required by the reasonable development of the plans and specifications, shall be supplied by the contractor in such numbers and kinds as the Agent may consider necessary to fully equip the vessel under these specifications. It is, however, understood that the Agent reserves the right, upon giving notice to the contractor, to furnish articles or do work needed in the completion of the vessel in addition to that hereinafter specified to be furnished or done by the Agent, in which case the furnishing of said articles or work shall be dealt with in similar manner as specified hereinbefore under "Allowance for items omitted at Agent's direction."

**Par. 20.—Articles to be furnished and work to be done by the Agent**

The Agent will perform, or cause to be performed, the following work and will furnish the following fittings, equipment, outfit, etc., and the contractor shall have no responsibility in connection with the same except as is distinctly stipulated hereinbefore or hereinafter:—

**Item 1.**—All work in connection with providing watertight bulkheads required by the Steamboat Inspection Service regulations and as stipulated under Title I, Section 2, par. 25 (a).

**Item 2.**—The storm oil and containers required under Title I, Section 2, par. 25 (i).

**Item 3.**—All anchors, chain cables, hawsers, lines, etc., required

under Title I, Section 2, par. 25 (cc) and any additional equipment of this class that the Agent may decide as necessary to make the vessel workable, but not the handling, etc. necessary in their stowage on board the vessel, inspection, etc.

**Item 4.**—Overhauling or repair of windlass, capstans and cargo winches, except where otherwise specified.

**Par. 21.**—**Care and Handling of Articles furnished by Agent**

The contractor shall receive, handle and be responsible for all articles furnished by the Agent under these specifications, shall do all cleaning necessitated by wear or exposure in transportation, shall handle, care for and store them until such time as required for installation on board the vessel at which time he shall fit and install them in their proper places ready for use and shall deliver them to the Agent with the completed vessel in a condition equal to that in which they were received by the contractor.

It shall be assumed that such articles or material when received required merely cleaning incidental to wear or exposure in transportation unless upon the receipt thereof the contractor shall inform the Agent to the contrary.

When not required for immediate use aboard ship, a suitable storeroom shall be provided for these articles by the contractor.

All work in connection with the proper installation or stowage of all outfits and stores furnished by the Agent or contractor shall be done by the contractor in the most satisfactory manner and as approved by Agent.

**Par. 22.**—**Care of Equipment, Etc.**

The contractor shall as may be directed remove equipment within the scope of these specifications, including portable furniture, carpets, etc. which cannot be properly cared for on board, or which will interfere with the general work, and shall store the same under cover, lock and key, and will be responsible for the articles so stored and while in his possession. Proper receipts for all such articles shall be given the Agent before removal from the vessel. At the proper time and when so directed, these articles shall be replaced on board and restored to first class condition. Where portions of the vessel are opened and exposed to the weather, they shall be protected from rain, etc., as directed, at the expense of the contractor. All spaces, as far as practicable shall be locked when workmen are not working in them.

**Par. 23.**—**Substitution for Proprietary Articles**

Where hereinafter proprietary articles, equipment or materials are specified, the Agent will give consideration to the substitution of any other articles, equipment or materials of equal merit that the

contractor may suggest, and if approved by the Agent, such substitution will be considered as development of the specifications, it being understood that the opinion of the Agent in respect to such substitution is final.

**Par. 24.**—**Rules and Regulations under which the work is to be done**

All work under these specifications shall be done in accordance with all the laws of the United States, and in its various branches and to fully comply with the laws governing the U. S. Steamboat Inspection Service, with the General Rules and Regulations prescribed by the Board of Supervising Inspectors and with the requirements of the American Bureau of Shipping, and all necessary certificates and/or documents covering the approval of the Steamboat Inspection Service shall be obtained by contractor and delivered to the Agent.

**Par. 25.**—**Steamboat Inspection Service Requirements**

As soon as practicable, and at any rate before the reconditioning is completed, the contractor shall ascertain that the vessel in all respects complies with the laws governing the U. S. Steamboat Inspection Service and with the general rules and regulations prescribed by the Board of Supervising Inspectors and of the U. S. Steamboat Inspection Service. Except within the main machinery compartments and also where distinctly stipulated to the contrary in these specifications, the contractor shall perform all work and furnish all materials, equipment, etc., necessary to bring the vessel in compliance with said laws, rules and regulations. For the contractor's guidance, there are listed below the principal items affecting this vessel, it being fully understood that the contractor shall ascertain for himself what other items, if any, the local inspectors may demand to be complied with:—

(a) There shall be provided the watertight bulkheads required by the General Rules and Regulations, Rule 3 Ocean, Section 70. All work necessary to bring the vessel in compliance with these requirements will be performed by the Agent.

(b) All freight holds which are not also fitted for carrying passengers in opened or knock-down berthing shall be provided with steam smothering systems, the pipes to be led to the holds through manifolds with valves properly marked. The pipes shall be not less than 1½" in dia. (G. R. and R., Rule No. 4, Section 4).

(c) Lamp and oil rooms to be provided with steam smother system, the pipes to be not less than ¾ inch in diameter, with valves properly marked. (G. R. and R., Rule No. 4, Section 4).

(d) There shall be provided an efficient fire alarm system or in-

dicator which will automatically register at some central point or station, where it can be most readily observed by the officers or the crew of the steamer, the presence or indications of fire in the state-rooms and various other compartments of the steamer which are not accessible to the observation of the officers and crew (G. R. and R., Rule No. 4, Section 14).

(e) There shall be provided in all passenger and crew's sleeping quarters an effective alarm bell system, to be operated from the pilot house. Notice stating the purpose of these bells shall be posted near each bell. (G. R. and R., Rule No. 9, Section 3).

(f) There shall be provided for the crew and passenger sleeping accommodations located below the main deck and for kitchens or galleys located below the main deck, an efficient overhead water sprinkling system unless such quarters and the bed frames therein are constructed of metallic or non-combustible material, thereby making everything practically fireproof. (G. R. and R., Rule No. 9, Section 20). In accordance with ruling recently made by the Supervising Inspectors, these requirements need not be complied with in the case of the ss "Leviathan".

(g) There shall be provided in all passageways and at gangways, etc. an efficient emergency lighting system, to be operated from the auxiliary electric light plant located above the water line. (G. R. and R., Rule No. 9, Section 16).

(h) There shall be provided not less than two avenues of escape from all enclosures where passengers and crew are quartered or where anyone may be employed. (G. R. and R., Rule No. 3 Ocean, Section 69 and 71).

(i) There shall be provided not less than 100 gallons of storm oil; location and method of distribution to be determined upon by the Agent. (G. R. and R., Rule No. 3 Ocean, Section 72).

(j) There shall be provided sounding pipes to all non-accessible compartments. (G. R. and R., Rule No. 4, Section 11).

(k) There shall be provided a ladder in way of each nest of boats on both sides of the vessel to enable passengers and crew to descend conveniently to the lifeboats. (G. R. and R., Rule No. 3, Ocean, Section 69).

(l) There shall be provided at least three line carrying projectiles and the means of propelling them. In addition there shall be provided as an auxiliary thereto at least 1500 feet of 3 inch Manila line and three approved service lines and three projectiles. (G. R. and R., Rule No. 3 Ocean, Sections 58 and 63).

(m) All exposed hatches fitted with wooden or other non-water-tight covers shall be provided with at least 3 heavy canvas tarpaulins

and with all necessary battens, etc. (G. R. and R., Rule No. 9, Section 17).

(n) There shall be provided telephone communication between the navigating bridge and pilot house and the engine room. (G. R. and R., Rule No. 9, Section 1).

(o) A board with the name of the vessel in letters of not less than 6 inches in height shall be placed on each side of the navigating bridge or the pilot house.

(p) There shall be provided one approved life preserver for each person carried and in addition thereto, a number of life preservers suitable for children equal at least to 10% of the total number of persons carried. (G. R. and R., Rule No. 3 Ocean, Section 55).

(q) There shall be provided at least 30 ring life buoys, 15 of which shall be luminous. (G. R. and R., Rule No. 3 Ocean, Section 56).

(r) There shall be provided an efficient mechanical sounding apparatus, a deep sea lead and line and a hand lead and line.

(s) There shall be provided and distributed throughout the vessel approved type of portable fire extinguishers in numbers as may be required by the Steamboat Inspection Service representatives, also 50% of extra charges for the required number of fire extinguishers. (G. R. and R., Rule No. 4, Section 13).

(t) In way of all steam pipes passing thru wood bulkheads or other woodwork, there shall be provided an air space and metal collars fitted. (G. R. and R., Rule No. 7, Section 6).

(u) All oil lamps, if any, shall be fitted with suitable brackets and smoke bells or other protection shall be fitted above each lamp.

(v) There shall be provided not less than 25 fire buckets and 8 fire axes. (G. R. and R., Rule No. 4, Section 11).

(w) Metallic receptacles for oily or dirty rags and waste shall be provided in number as may be directed by the Steamboat Inspection Service representatives.

(x) All gangways to be provided with proper hand rails on each side and all opened and dangerous places to have proper guard plates and railings.

(y) There shall be provided two (2) good double acting fire pumps, to be worked by hand and of not less than 100 cubic inches capacity. (G. R. and R., Rule No. 4, Section 10).

(z) There shall be provided at least one good double acting steam fire pump of not less than 1000 cubic inches capacity connected to the fire main running thru all decks with a sufficient number of outlets (hose attachment valves) arranged so that any and all parts of the vessel can be reached with water with the full capacity of the



pump, by means of a single 50 foot length of hose from at least one of said outlets. Each of these outlets shall be provided with a 50 foot length of 2½ inches hose and nozzle, properly stowed and connected to the outlet at all times ready for use. (G. R. and R., Rule No. 4, Section 5).

(aa) There shall be provided the number of lifeboats and life rafts, with approved disengaging gear for the same, required by Rule 3 of General Rules and Regulations, Ocean, together with all necessary davits, gear, etc. for proper handling of them and also all necessary stowage and securing devices. All lifeboats and their handling gear shall be tested with the deadweight of not less than 140 lbs. to each person allowed per boat. (G. R. and R., Rule No. 3 Ocean).

(bb) There shall be provided the required number of running and signal lights, signals, fog bells and fog horns.

(cc) There shall be provided the required number and size of anchors, chain cables, steel and manila hawsers and towing and mooring lines. Where and if the existing equipment does not fully comply with the Steamboat Inspection Service requirements, the required additions or modifications to the equipment will be furnished or done by the Agent.

(dd) All equipment of the vessel, such as buckets, hose, axes, boats, racks, life preservers, floats, barrels, tanks, etc. shall be painted or branded with the name of the steamer. (G. R. and R., Rule No. 3 Ocean, Section 73).

(ee) There shall be provided full quota of approved type of frames under glass for all required notices, such as navigating and admittance rules, station, drill and muster bills, life preserver notices, officers' license, etc.

(ff) There shall be complied with all the rules and regulations relative to spaces allocated for the accommodation of the passengers and crew, the ventilation and lighting of said spaces, the size of beds and berths for them, the lavatory and toilet spaces and the hospital compartments. These compartments, when so required, shall be properly marked with number of superficial feet and number of passengers accommodated.

(gg) There shall be a test made to ascertain the stability of the vessel.

#### **Par. 26.—Main Machinery not included**

It is understood that except as specifically required in these specifications, no work is to be done on the main machinery equipment of the steamer. This does not apply to work properly implied to be done in connection with the oil fuel installation.

#### **Par. 27.—Cleanliness—Fire Protection**

During the progress of the work, the ship shall be kept clear, as far as practicable, of all chips, shavings, refuse, dirt and water which may accumulate.

All spaces throughout the vessel covered by these specifications shall be thoroughly cleaned and disinfected as may be necessary and all cold storage rooms shall be thoroughly cleaned and fumigated just prior to the delivery of the vessel to the owners and spaces so cleaned and fumigated shall immediately thereafter be locked and not again be opened until after delivery of vessel.

During the reconditioning under this contract, a careful watch is to be kept on the ship for vermin of all kinds, and prompt measures adopted to deal with same as required.

The contractor shall take all reasonable precautions to protect the ship from fire in every possible way, including the removal of rubbish, care in the use of inflammable materials and torches, care of electric wiring, strict prohibition against smoking, and in all other ways to prevent fires and add to the safety of the ship. The Agent reserves the right to permanently refuse admittance to the ship, or expel therefrom, any of the contractor's employees who violate the rules laid down from time to time to carry out the intent of these clauses.

The contractor will be required to maintain an efficient system of inspection over the activities of such welders, acetylene burners, painters and similar workmen employed by him under this contract to minimize the danger of fires occurring through carelessness or otherwise. He shall have at all times, while such work is in progress, a line of fire hose, under pressure, available in each section involved and at least one man on duty at all such times solely for the purpose of operating this hose in emergency. In addition the contractor will provide chemical fire extinguishers in ample quantities and sand boxes or other approved oil fire extinguishers and at all locations where directed, to supplement the hose protection. Wherever steel plates are being burned through under this specification, adequate provision must be made to prevent sparks from coming in contact with inflammable material; and the contractor will be required to adopt such other reasonable measures in this connection as may be directed by the Agent.

#### **Par. 28.—Watchmen**

The Agent will provide necessary watchmen on ship.

#### **Par. 29.—Supplying Power for Electric Light, Etc.**

If the steamer remains berthed at Pier No. 4, Hoboken, and as long as existing contract between the Agent and the Public Ser-



vise Corporation and the agreement between the Agent and the War Department are in force, the Agent will supply electric power for lighting, etc. the vessel during the progress of the work, delivering the power at a sub-station at the head of Pier No. 3, up to and not exceeding 480 K. W. It is to be understood that said contract and agreement may be terminated on one week's notice. The Agent reserves for his own use from this amount a maximum of 60 K. W. for lighting the main machinery spaces and for running tools in the machine shops and sundry uses on board the vessel, the remainder the Agent will allow the contractor to use. The now existing feeders between the sub-station and the ship will be used by the Agent for transmission of the power needed by him, and the contractor will provide other feeders from the sub-station to the ship for transmission of power, needed by him.

The feeders at the sub-station will be fitted with meters measuring the power transmitted from the sub-station to the vessel, so as to permit proper and proportionate division of the Public Service Corporation's charges for the power delivered to the sub-station and utilized by the Agent and by the contractor.

The Agent assumes no responsibility for interference of supply caused by breakdown or other causes beyond its control.

The contractor will provide necessary temporary wiring and fixtures throughout the ship, as it is not the intention to utilize the ship's switchboards, distribution boards or permanent wiring for lighting or supplying power on the ship during the reconditioning, except in cases specifically approved in writing by the Agent.

#### Par. 30.—Salvage

Salvageable materials are considered to be those which are not to be used in the work of the reconditioning and reconstruction of the vessel but which have an intrinsic value as second hand material or junk; such material will become the property of the contractor and it is understood that this has been taken into account in the tender submitted.

#### Par. 31.—Inclining Experiment

For the purpose of permitting the Agent to investigate the stability of the vessel in various conditions of load, an inclining experiment shall be made of the vessel after all the work in connection with the reconditioning is as nearly as possible completed. The exact time and the state of completion to be determined upon by the Agent.

The experiment shall be made under the Agent's direction and supervision but the contractor shall furnish all required material and labor. The existing tracks, etc. equipment remaining on board the

ship since a recently performed inclining experiment will be used in connection with the new experiment. Before the inclining takes place, all air, freight and gangway ports in the side of the ship must be closed, all scaffolds, dunnage, tools, etc. not actually forming a part of the vessel shall be removed from it, all bilges made absolutely dry and all compartments intended for carrying oil or water either completely filled or completely emptied, as may be directed. All articles of equipment and outfit shall be in their correct stowage position. The weather condition must be suitable and the fact ascertained that sufficient depth of water exists under the vessel to allow it to move freely.

#### Par. 32.—Trials and Test

All work accomplished under this contract shall be thoroughly tested as hereinafter specified or as considered by the Agent necessary to demonstrate satisfactory workmanship and suitability for the purpose intended and to demonstrate that all requirements have been satisfactorily fulfilled.

Upon the completion of the reconditioning or when in the opinion of the Agent the work in connection with the reconditioning has advanced to such state of completion as to make it practicable, advisable or advantageous, the vessel will be put through an extended and thorough sea trial to ascertain that everything in connection with it, including the oil fuel installation, is in on entirely satisfactory working condition and meets in all respects the guarantees elsewhere provided for. During this trial a thorough examination of the vessel and all its parts will be made and all hull engineering machinery installations, viz: electric power and light plant and equipment, interior communication system, ventilating system, steam heating system, sanitary system, drinking water system, fire main system, fire detecting and extinguishing system and scuppers and floor and deck drains will be given an exhaustive test to ascertain that all machinery, piping, fittings, etc. in connection with these appliances are in perfect operating condition.

The tests to be made during said trial will in no way affect the necessity for the contractor to carry out the required preliminary tests of the various parts and systems while the reconditioning is being affected, nor will they relieve the contractor from the necessity of continuing tests after the completion of the trials should the tests in the opinion of the Agent not have proven conclusive or been finished to the Agent's satisfaction.

It is understood that two weeks period prior to trials and completion will be allowed in which to drydock the ship; such period will not be claimed in abatement under Par. 6 and 7.

The above referred to trials will be conducted by the Agent with his ship's officers, engineers and service crew, the Agent being in all respects in full charge of the trials and the Agent will supply the stores, fuel, fresh water, etc. required during said trials.

The various contractors will be permitted to have a suitable and agreed upon number of their representatives on board the vessel to assist and advise with the Agent in the operation of the equipment covered by these specifications. The Agent will supply accommodation and food to such representatives.

**Par. 33.—Guarantee**

The contractor shall make good, at his own expense, promptly and in a manner satisfactory to the Agent, all defects of whatsoever nature which may occur in the vessel, due to inferior workmanship or materials or faulty design, done under these specifications or supplied by the contractor, whether wholly or partially completed, or which may develop or become apparent therein under the tests thereof or otherwise, before, during and up to a date six months after the vessel is put into commission after the completion of this work. Any period or periods of guarantee named in these specifications shall be understood to date from the first sailing of the steamer after being put into commission. The charge to the contractor of making good defects under this guarantee shall not exceed the cost of such work if done at the contractor's yard.

**Par. 34.—Insurance**

The owner will take out a builder's risk insurance subject to the usual builders risks clauses including strike risks clause, to be valued at a total amount securable at fair and reasonable rate which it is expected will reach \$5,000,000.00; such policy to cover betterments to the vessel including all material, equipment, apparel, etc., finished or unfinished, together with all labor thereon from time delivered on wharfs, platforms, docks, lighters and/or vessels or otherwise, alongside or in immediate vicinity of the vessel, ready for use, and to continue during installation and until the vessel is completed.

The liability of the insurers to be confined to loss, damage or expense to betterments as above and is limited to the actual value of material, equipment, apparel, etc. and labor thereon which is lost, plus provable overhead but no profit, it being understood that the amount to be paid to contractor on any such loss shall not exceed the amount agreed to with the insurance companies for the settlement of such loss.

Beyond the amount of builder's risk insurance which may be obtained, provided such amount does not cover the total value of con-

tracts covering betterments hereunder, the owner will arrange additional fire insurance if securable at reasonable rates to pay losses only in excess of amount recoverable under builder's risk policies. It is expected that it will be possible to secure \$2,500,000.00 of such insurance.

The owner will take out fire insurance to cover the vessel only, excluding betterments worked or to be worked into vessel and material and equipment therefor. This insurance to be arranged without co-insurance, but with an agreement to maintain a stipulated amount of such cover which amount shall be limited by the total amount securable at fair and reasonable rates not exceeding, say \$2,500,000.00.

It is understood that all of the above insurance will be taken for account of the United States and/or the contractor or contractors as interest may appear at the time of the happening of the loss, loss if any payable to the United States. The owner will assume the risk in excess of the value of policies.

It is understood that the owner will not insure nor assume any responsibility for any material, equipment, apparel, etc. including labor thereon in the contractor's yard or whilst in transit to and until delivered alongside steamer on wharf, dock, lighter, vessel or otherwise ready for use.

**Par. 35.—Contractor's Responsibility**

**(a) Responsibility for Injuries to Persons.**

The contractor is to fully protect the vessel, her owners and/or Agent by maintaining such insurance as will fully protect the contractor for claims under Workmen's Compensation Acts, and the contractor and/or owners and/or Agent, from any other claims for damages or liability for personal injury, including death, which may arise from operations arising in connection with this work whether such operations be by himself or by his sub-contractors.

**(b) Responsibility for Betterments (excluding vessel)**

Contractor to be responsible for loss, damage and/or expense in respect to material, equipment, apparel, etc. and work covered by these specifications, whether furnished by him or by the owner or Agent, excepting such loss, damage or expense which is caused by perils insured against under policies of insurance hereinbefore referred to, whether or not recoverable thereunder in full.

**(c) Responsibility to Vessel (excluding betterments done under these specifications)**

The owner assumes full risk of damage done by and of loss, damage or expense to vessel, excluding betterments as hereinbefore

provided, from whatever cause, including negligence of workmen and excepting only such loss, damage or expense caused by or contributed to by the fault or privity of contractor.

**(d) Responsibility for Existing Equipment used.**

Permission may be given to the contractor under certain conditions to use portions of the vessel's equipment and outfit to facilitate the work, but he shall be wholly responsible for same, except for loss, damage or expense recoverable under the insurance policies above mentioned and must leave the said equipment in first-class condition.

### SECTION 3

#### GENERAL REQUIREMENTS GOVERNING THE WORK

**Par. 1.—Orderly Process**

The operations and work hereunder shall be performed by the contractor in an orderly and efficient manner to best expedite the general work and the Agent shall have the right to advise what operations shall be performed in sequence to obtain this end, but in the absence of such direction, the contractor shall not be relieved from responsibility for an expeditious and orderly performance of the work.

If undue delay occurs and is not excused in accord with the provisions of this contract and specifications, the Agent may perform such work at the expense of the delinquent contractor, and in this connection the attention of the contractor is drawn to the necessity for the expeditious performance of work, in order that the work of other contractors depending thereon may not be delayed.

**Par. 2.—Correspondence and Communications**

All letters sent to the Agent by the contractor shall be forwarded in duplicate, addressed to their Chief of Construction. In order to facilitate correspondence, letters will be confined to a single subject.

**Par. 3.—Badges for Contractor's Workmen**

In order to facilitate the Agent's general supervision, contractors will supply their workmen with badges containing the name of the contracting firm and the workmen's number—the size of the numerals to be at least  $\frac{3}{4}$ " in height, and the letters forming name of contracting firm being at least  $\frac{1}{4}$ " in height. Contractors will enforce this requirement in the case of workmen of sub-contractors, if any there be, and provide, in all cases, that the badges worn by workmen of the contractor and sub-contractor shall be of a distinguishing design to differentiate between them.

**Par. 4.—Passes**

With exception of the contractor's and sub-contractors' representatives or workmen, nobody will be allowed aboard the steamer during the reconditioning without a pass from the Agent's Construction Department, or other pass satisfactory to them and countersigned by them.

**Par. 5.—Daily Reports on Number of Men Employed**

Contractor will be required to furnish daily statements showing particulars as required, of the labor employed on the vessel. These particulars will include the number of men subdivided into the different classifications of labor, and any other information or particulars relevant to this subject as required by the Agent.

**Par. 6.—Plans and Purchase Orders**

The contractor will develop complete arrangement and detailed plans to suitable scale of all of the structure, fittings, equipment, piping, etc., under these specifications, as in the opinion of the Agent may be necessary, except those plans which are supplied by the Agent, and which, in the opinion of the Agent, are sufficiently detailed to fulfill the above requirements.

All plans developed by the contractor or his sub-contractors in connection with this contract shall be submitted to the Agent for approval. They shall be furnished in triplicate blueprints, one of which will be returned to the contractor properly signed if approved. Such additional number of blueprints as may be necessary shall be furnished the Agent upon request.

The contractor shall develop and submit for the prompt approval of the Agent all detailed plans necessary for the construction and manufacture of all parts pertaining to the Joiner work, and will during the preparation of said plans be given the assistance and advice of the Agent. To facilitate this work, the Agent will develop plans of the interior finish (wall panels, ceiling, etc.) of the new first-class rooms on E and F Decks and these plans will then be given the contractor for execution, with the distinct understanding that the latter is to ascertain any possible conflict between the work shown on them and the structure, piping, etc. that may now be in the vessel or isto be installed by the contractor; all such possible interference to be reported to the Agent before the work is taken in hand. The contractor will furnish the Agent with diagrams showing correct outlines of decks and deck heights, exact location of pillars, ducts, trunks, piping, etc., and all other data necessary in developing the referred to plans. The Agent will also develop plans of ceilings,

etc. of Public Rooms where such are missing, as for example 1st Class Tea Room, 2nd Class Social Hall, 2nd Class Smoking Room, 1st Class Social Hall Stage and 3rd Class Public Rooms.

In submitting plans for the approval of the Agent, the contractor shall invite attention to all departures from the contract plans and from specifications, otherwise the approval of such plans shall not constitute approval of the departures.

The contractor shall also be required to submit purchase orders for materials, equipment, etc. to the Agent for approval.

The approval of a plan will not relieve the contractor from the necessity of performing such items of work as may have been overlooked in criticising the plan but which are necessary to the proper completion of the work.

Upon completion of the contract the contractor shall furnish the Agent with two blueprints on linen of every plan embodying all corrections to date.

#### Par. 7.—Material

All materials to be worked into the vessel under this contract shall be of best quality, suitable for the purpose for which they are intended and subject to the inspection and approval of the Agent. The inspectors shall, with the Agent's approval, peremptorily reject any unfit material or forbid the use thereof. Failure of inspectors to discover defects at the time of installation shall not relieve the contractor from subsequently replacing such material.

All steel plates, shapes, rivets, etc. to be equal to those required by the American Bureau of Shipping for similar work and places and mill certificates of tests shall be furnished, if required.

All lumber to be of best merchantable quality and all exposed stock of every description shall be free from knots, sap, spots and other defects, thoroughly seasoned and kiln dried and all defective pieces shall be condemned.

All paints shall be of best quality and standard for marine use, the make and ingredients to be to the Agent's approval.

All hardware, except where otherwise specified, shall be of brass or bronze.

Wherever iron pipes are specified hereinafter, it is understood that they shall be either of "Byers" or "Reading" Iron Company's manufacture.

#### Par. 8.—Selection of Material, Etc. to be used in the Construction

All materials, fittings, etc. to be used in the reconditioning shall be such as are procurable in the United States so as to facilitate or

make possible quick replacements or repairs that may from time to time be found necessary after the vessel is put in service. It has been ascertained that the kind of lumber and artificial boards originally used are procurable in the United States for repair and replacement of damaged portions of the existing work and, if so required, for replacement of portions removed; also that existing hardware can be repaired or reproduced where found necessary. While it is desirable to duplicate the existing hardware for the new construction, it is not absolutely necessary to do so; however, in any new hardware selected the characteristics, appearance, strength and durability feature of existing hardware must be retained.

#### Par. 9.—Ordering Material Prior to Approval of Plans and Purchase Orders

Any material ordered by the contractors before the final approval of the plan or before written approval of purchase orders, shall be entirely at their own risk.

#### Par. 10.—Substitution of Materials

In case it is found that it will be impossible to obtain certain material specified hereunder, the Agent, upon being so informed, will direct that other suitable materials shall be used as may be necessary.

#### Par. 11.—Agent to Approve Selection of Sub-contractors

The approval of the Agent must be obtained in all cases where sub-contracts are let involving any part of the work; and the Agent reserves the right to disapprove any proposed sub-contractor and the contractor agrees to accept the Agent's decision as final.

#### Par. 12.—Right reserved by Agent to Select Different Qualities or Styles of Equipment

It is understood that the Agent, under all parts of these specifications, may select equipment, materials, outfits, furniture and draperies of every kind which may differ from that specified, provided the cost is not thereby increased and the work in general not delayed.

#### Par. 13.—Samples

The contractor shall furnish such samples of materials and information as to the quality thereof and the manner of using the same as may be required and any assistance necessary in testing or handling materials for the purpose of inspection or test shall be furnished by and at the expense of the contractor.

#### Par. 14.—Construction of Sample Type Rooms

Before the construction of the Joiner work as a whole is taken in hand, the contractor will be required to build and equip complete, on the decks where the accommodation has been entirely removed,



such sample rooms, including baths, as the Agent may consider necessary for finally determining the suitability of minor details of the design specified for the woodwork, finish, furniture, fittings, etc. of the various types and classes of rooms. This work to be done by the contractor without extra compensation, it being understood that these sample rooms are to be retained as a part of the permanent construction so far as possible and that their location be selected with this in view.

#### Par. 15.—Spare Parts

The contractor shall furnish spare parts in connection with oil fuel installation, plumbing, ventilation, electric lighting and steam heating. Where lists of such spare parts are not included under their respective sections or otherwise designated at least 2% and in any case not less than one of each individual item of fitting, etc. shall be supplied as spares, except that for plumbing and other piping equipment there shall be supplied at least one of each of the various types and sizes of valves and fittings used, flanges excepted.

For pipes  $3\frac{1}{2}$  inches and over  $1\frac{1}{2}$  inches the contractor shall supply three of each valves and fittings used thereon, exclusive of flanges and unions and for pipes  $1\frac{1}{2}$  inches and less six of each. For pipes over  $3\frac{1}{2}$  inches they shall supply six pairs of flanges for each size, for  $3\frac{1}{2}$  inches and over  $1\frac{1}{2}$  inches twelve pairs of flanges or unions for each size, and for below  $1\frac{1}{2}$  inches twenty pairs of flanges or unions for each size.

#### Par. 16.—Copyright of Specially Designed Articles and Patent Claims

In the case where any article of equipment or outfit or fitting is specially designed or manufactured for the Agent, such of said articles as the Agent may elect, shall be copyright by the manufactures for the exclusive use of the agent and/or owner and at the expense of the contractor.

The contractor shall be responsible for all claims, if any, made against the Agent and/or the steamer for any infringement or alleged infringement of patents or patent rights and for the use of any patented articles in the reconstruction, refitting and reconditioning of said vessel, and shall defend, at its expense, and save harmless and indemnify the Agent against all such claims, damages, costs and expenses which it may be obliged to pay by reason of any infringement or alleged infringement of patents and patent rights.

#### Par. 17.—Workmanship

All workmanship throughout shall be of the most thorough character. The process and methods of work shall conform to the best

marine practice and should processes and methods of work be adopted which produce inferior work, the Agent may require the adoption of such processes or methods as will result in the production of first class work.

The Agent's inspectors may peremptorily reject any unfit workmanship or material or forbid the use thereof.

#### Par. 18.—Inspection

The work under this contract shall at all times be open to the inspection of the Agent and every facility afforded its inspectors for the prosecution of their work.

#### Par. 19.—Weight of Material, Fittings, Etc.

As the matter of weight of the vessel as a whole, and especially of the upper works, is of material importance, it is imperative that due consideration be given to avoid excessive and useless weight in steel structure, panel work, fittings, equipment, etc. of all kinds, and this shall be kept in mind when developing detailed plans and sketches, as well as when selecting articles, durability and strength, however, not to be sacrificed.

#### Par. 20.—Repairing Steel Work

Wherever the removal of Joiner work, ceiling paneling, floor covering, insulation or other covering shows that the steel structure behind same is not in good condition, Agent is to be notified, and he will then see to it that the structure is put in first class condition without expense to the contractor.

#### Par. 21.—Holes in Steel Structure, Etc.

Where necessary to cut away a beam, bounding bar or stiffeners for any purpose, the reduction in strength shall be compensated for to the satisfaction of the Agent. Where necessary in fitting pipes, electric leads, etc. under plated decks, holes may be cut in beams above the middle line in sizes up to a diameter equal to  $\frac{1}{4}$  of the depth of the beam, provided that not more than 1 horizontal row be cut in one beam and that the reduction of web area in a horizontal section shall not exceed 40% of any one foot of length. The holes shall be cut as close to upper flange as practicable. Pipe hangers and similar fittings shall not have lugs, bolts or other similar projections below the piping in spaces where injury might result to persons passing under them.

#### Par. 22.—Bulkheads Inclosing Toilet and Lavatory Spaces

All bulkheads inclosing toilet and lavatory spaces and bath-rooms and all partitions within said spaces, except where otherwise stipulated, shall be constructed of steel and to the Agent's approval.

**Par. 23.—Stairs and Ladders**

In constructing new and additional stairs and ladders consideration shall be given to maintaining the general design and appearance of the existing ladders including their rails, wearing pieces, etc.

**Par. 24.—Position of Pipes and Wires**

All pipes and electric wiring for lighting and other purposes so far as possible will be run in parallel lines between removable paneling, either ceiling or bulkhead.

**Par. 25.—Metal Ramps**

Metal ramps are to be provided at all watertight doors and combings or breaks in decks, as may be required.

**Par. 26.—Guard Rails**

All guard rails in way of ladders and hatches and other deck openings to be refitted and replaced in first-class condition.

**Par. 27.—Gates and Rails**

All gates and rails, throughout the ship, to be straightened and put in first-class condition. Necessary parts to be replaced.

**Par. 28.—Portable Gangway Fittings**

All portable gangway fittings to be made workable and put in first-class condition.

**Par. 29.—Partitions between Berths**

Where in the passengers' and crew's berthing spaces the berths are arranged two abreast and adjoining each other, a galvanized steel plate partition shall be fitted between them, extending to about 30 inches above the bottom of the berth. This partition shall be so designed as to be readily detached and stored.

**Par. 30.—Pipe Covering**

All pipe covering at present in place to be opened up at all pipe and valve joints and elsewhere as may be deemed necessary, for test-inspection of the respective systems. When the test is completed, the covering shall be put back or replaced by materials equal to the original and in a thorough and workmanlike manner. The covering throughout to be repaired or replaced where damaged or removed, to the satisfaction of the Agent.

All cold fresh water and sanitary supply lines shall be covered with 1 inch cork and canvas. This does not include the cold water pipe lines within opened trunkways, such as ventilating trunks and boiler-room hatches, but does include all piping coming within the engine hatch trunk.

All hot water supply and return lines and all steam and exhaust lines shall be covered with non-conducting material containing 85%

magnesia, rough cast, having a hard smooth finish and canvas covered. All soil, waste and fire lines passing thru state rooms and open berthing spaces, passageways, public rooms, lavatory spaces, etc., in fact throughout all of the passenger and crew accommodations, shall be covered with hair felt of approved thickness, encased in canvas. The present lead supply lines, where retained, forward and aft in the crew quarters, etc. to be covered in a similar manner.

All pipe covering to receive 2 coats of good linseed oil white lead paint and all pipe lines, whether exposed or not, to be marked with colored paint stripes and direction of flow arrows at intervals not exceeding 25 feet and in way of all sliding (examination) panels, colors to agree with the Navy standard regulations.

All canvas covering to be secured in place by means of the "Wallace Canvas Lock" or similar approved method.

In first class accommodations throughout, in the 2nd Class public rooms and lobbies and in the officers' quarters, "Palladium" finish shall be applied to piping in place of canvas finish specified above.

**Par. 31.—Hydrants, Valves and Hose Connections**

All wash deck and fire hose valves and hydrants throughout the ship to be overhauled and where not so fitted, shall be arranged for New York Standard 2½ inch hose connections.

**Par. 32.—Painting**

Unless otherwise specified herein, painting will be in accordance with the Navy standard in respect to the number of coats and quality of paint; pipes will be marked by stenciling inscription stating purpose and arrow showing direction of flow.

**Par. 33.—Vessel's Name**

The steamer's name "LEVIATHAN" will be marked on the port and starboard bow, and on the stern in the position at which the name is presently painted. Marking will consist of raised block letters 18 inches high of approved composition, properly fastened to the plating with countersunk screws, design and detail of lettering to be as approved. In addition to the above, the home port will be marked on the stern below the name of the vessel with similar letters in all respects, except that their height will be 12 inches.

**Par. 34.—Latrines for Workmen**

The contractor, at the outset, will provide temporary latrines of approved type and in location as approved by the Agent, to properly care for the workmen employed on the steamer during construction, and shall thereupon exercise due diligence to see that nuisances on the ship are eliminated. In addition the contractor shall be required during the progress of the work to see that all parts of the ship are

maintained in a sanitary condition, and for this purpose shall make use of the necessary aids to sanitation, such as disinfectants, etc. as may be necessary.

## SECTION 4

### MODIFICATIONS OF "GENERAL CONDITIONS AND REQUIREMENTS" TO MAKE THEM APPLICABLE TO TITLE II, FUEL OIL INSTALLATION

To make the "General Conditions and Requirements" stipulated hereinbefore in Section 2 applicable to Title II, Fuel Oil Installation, the paragraphs noted shall be considered amplified as follows:—

#### (a) Section 2, par. 11

It is also the intent of the specifications and of the plans accompanying and forming a part of them, to provide for the complete conversion of this steamer into an oil burner. It will be seen by reference to the plans that this comprises rearrangement of fresh water, bilge, ballast systems, construction of fresh water and oil fuel tanks, rearrangement of engine-room and fire-room ventilation and forced draft and allied apparatus, structure and construction, all as described, and this work is to be done in a manner to meet the exact requirements of continuous operation of this steamer at high power and speed in service on the North Atlantic, and should be at least equal in every way to the very best type of such installations in existing large vessels, either merchant or naval.

#### (b) Section 2, par. 32

Upon completion of the oil fuel installation, a dock trial of at least 12 hours' duration will be held, at which time the oil fuel installation will be tested out so far as possible for operation, but not for performance. It is understood that it may be necessary to operate part only of the oil fuel installation at one time during dock trial.

During the such sea-trial it is understood that all the hull engineering machinery installation, viz: electric power and light plant and equipment, ventilating system, steam heating system, fire main and sanitary system, fresh and salt water systems, etc. as mentioned in Title I, Section 2, paragraph 32, will be in operation simultaneously and continuously so far as

practicable and for such length of time as the Agent may deem wise.

Before the trials it is the intention to proceed to a drydock and thereafter to a deep water trial course, probably the one at Rockland, Maine, and there to carry out two progressive speed trials, the first at a service load draft to be determined by the Agent, but not less than 38 feet mean; the second at a light load draft as determined by the Agent.

After the conclusion of these two progressive speed trials, the vessel will proceed to sea on a 24 hours' continuous service speed run with the propelling machinery developing not less than 65,000 S. H. P. During such trial the power may be increased to any extent and for a period which the Agent may determine. At an appropriate time, either before or after the 24 hours' trial, the vessel will be put through the usual turning, backing and navigating tests as may be determined by the Agent.

In the event that the installation does not prove satisfactory during the above mentioned trial, the Agent will determine what, if any, further trials will be required.

#### (c) Section 2, par. 33

##### Guarantee of Performance

The contractor shall guarantee the finished installation to be capable of burning from 500 to 2240 lbs. of Mexican crude oil of 10.6° to 10.8° Beaume having a viscosity of 6000 Saybolt seconds at 150° Fah., per boiler per hour when vessel is operating under service conditions during the official sea trial and average analysis of samples of the products of combustion shall show not less than 12% carbon dioxide (CO<sub>2</sub>), from 2 to 2½% oxygen (O) and 0.1 to 0.2 of 1% of carbonic oxide (CO).

Any rate of combustion within the range specified above to be accomplished promptly to meet the needs for steam **during maneuvering** or when the ship is operated at various speeds.

Under these conditions there is to be very little smoke showing and such smoke to be of the quality No. 1 on the Ringleman Chart. The color of the flame should be about yellowish white so that when examined through observation holes in front of casing the back walls cannot be distinguished.

The preliminary tests of the boilers should give a fair indication of the possibilities of obtaining the above results

and it will be incumbent upon the contractor to make any recommendations for improving the performance of the boiler on the basis of the data obtained at the above test.

Should the installation on the official trial fail to meet the above requirements, the contractor shall make such modifications in the system as may be required to improve the performance of the installation, and upon completion of these changes, new trials will be held at the expense of the contractor until satisfactory results are obtained.

Any delay caused by the failure of the installation to meet the above requirements, will be subject to conditions specified in Section 2, paragraphs 6, 7 and 8.

## **TITLE II**

### **OIL FUEL INSTALLATION**



## PART I GENERAL DESCRIPTION

These specifications are intended to cover all the changes and additions necessary to be made to fit this steamer for the handling and burning of fuel oil of 10.6° to 10.8° Beaumé having a viscosity of 6000 Saybolt seconds at 150° F. and of over 150° flash-point, including the changes in structure, piping, boilers, draft systems, etc., also including additional fresh water tanks.

The contractor undertakes to make all the changes as hereinafter generally described, in order that when completed, the steamer will have a total fuel oil capacity of approximately 9,563 tons of 11° Beaumé Mexican Fuel Oil with tanks 97% filled, a total fresh water capacity of approximately 3,476 tons and the necessary piping and equipment to burn at least one ton (2,240 lbs.) of oil per hour per boiler continuously and efficiently in all boilers.

Reference is made to accompanying drawing S-231-2-1, which shows the general arrangement of tanks. To effect the change to oil fuel, the double bottoms forward of a cofferdam to be constructed between Frames 150 and 152, will be fitted to carry oil fuel, and in addition, the side deep tanks, port and starboard, Nos. 23 and 24, extending from Frame 224 to Frame 270, will be fitted for the same purpose. Further, the deep tank No. 17 will be fitted for oil fuel. The existing deep tanks in the forward hold, Nos. 18 and 19, will be eliminated.

In addition to the existing tanks above mentioned, new deep tanks will be built in No. 3 Hold between Frames 224 and 245, extending up to "J" Deck, 5 individual tanks being formed in this space. Further deep tanks will be constructed in No. 2 Hold extending from Frame 245 to Frame 270 and up to "K" Deck, this space being divided into six individual tanks. The present refrigerating machinery compartment aft of No. 17 tank will be eliminated and this space taken by an oil fuel deep tank of a depth equal to tank No. 17.

Eight (8) service tanks will be constructed in the present side coal bunkers, two (2) in each boiler compartment, one (1) on either side. These tanks will extend from the tank top to "J" Deck, and from longitudinal bulkhead to side of vessel, except in the case of the two tanks in boiler compartment No. 4, which will be built in bunker space and have a cofferdam above the tank top, the tanks extending

up to "J" Deck, as in the case of the forward tanks. (The cofferdam is provided in these latter tanks in order to isolate them from the fresh water tanks below.)

Fresh water will be carried in all double-bottoms, and present fresh water tanks aft of Frame 150, including the two sections of aft peak tank, and in addition, a new fresh water deep tank will be constructed from Frame 18 to Frame 38, and between Decks "J" and "K," and another new fresh water deep tank will be constructed between Frame 38 and Frame 53 and between the inner shaft alleys on the tank top extending up to "K" Deck.

The necessary fuel oil piping to connect the storage and service tanks and to receive the oil on board will be as described in detail under "Filling, Overflow, Transfer and Supply to Service Tanks Systems."

The deep tanks between Frames 224 and 245 will be arranged as settling tanks, the intention being to transfer the oil from double-bottom tanks to the deep tanks for settling, and from these tanks to the service tanks at the sides of the boiler-rooms.

The boiler compartments Nos. 1, 2 and 3 will be treated as three individual units and duplicate pumps, heaters, strainers, etc., will be provided for each of these compartments. This apparatus will take the oil from the service tanks, heat same and supply the burners under pressure. Boiler-room No. 4 will have two duplicate sets of pumps, of smaller size, it being the intention to use the boilers in this compartment when the steamer is in port. In addition, provision will be made by separate piping systems, and pumps for clearing all deep tanks and service tanks of settled water, and provision will also be made for heating coils in all tanks, and the necessary steaming out connections. It is the intention to allow, so far as possible, all coal burning equipment to remain, and the tanks and structure are to be arranged so far as possible to facilitate the conversion of the ship to coal burning should this become necessary.

A complete system of "Foamite" fire extinguishing apparatus is to be provided for all boiler rooms and fuel oil handling spaces, and also a complete system of communication between filling connections and pump rooms, tanks, etc. Open gratings are to be provided in fire rooms to facilitate inspection of the tank tops and bilge.

The boiler compartments, bunkers, etc., are to be scaled and painted, except the underside of "G" Deck, and the boilers are to be arranged for fuel oil burners, including re-lagging and such repairs as are provided for herein. The boilers will be fitted with a type of burner, approved by the Agents, and the burners, air registers and

equipment appertaining thereto will be supplied, installed and connected complete by the contractor.

Wherever it may be necessary for the satisfactory installation of machinery and piping, called for in these specifications, to change the location of existing small piping, ventilation or blower ducts, electric wiring, etc., same is to be carried out by contractor to the entire satisfaction of the Agents.

In all cases, contractor is to supply to the Agents, for their approval, detailed plans in triplicate of all apparatus necessary to complete the installation.

Brass or enamel name plates are to be fitted throughout to indicate purpose of all valves or other control devices.

All new or rearranged piping mentioned in these specifications and requiring lagging will be covered with 85% magnesia of U. S. Navy Standard thickness for purpose intended. Navy Standard finish to be provided and, where canvas, same to be secured by means of Wallace or equally satisfactory clips.

**U. S. Steamboat Inspection Service and Classification Society Requirements.** It will be necessary to supply sand tanks for each fire-room and any other fire equipment required by the U. S. Steamboat Inspection Service. The Contractors will be required to perform all the work of the Oil Fuel Installation in accordance with the rules of the U. S. Steamboat Inspection Service and the American Bureau of Shipping, and to the entire satisfaction of the Agents. It will be necessary to furnish certificates from the U. S. Steamboat Inspection Service stating that the completed plant meets the requirements of all the laws and rules governing the subject, before the installation will be accepted as complete.

**Electrical Equipment.** When electric driven machines are specified in this section, the machines up to and including the motors are to be supplied and installed.

Except where wiring is specifically covered in these specifications, as in Section No. 12, Part II, it is understood that all wiring, distribution boxes and control apparatus to electric driven machines are to be provided for under **Title VI Electrical Specifications.**

## PART 2 OIL FUEL PIPING AND EQUIPMENT

### SECTION 1 FILLING SYSTEMS

#### Description

As elsewhere described there will be 25 double bottom tanks, 4 side tanks, 13 deep tanks and 8 service tanks, all of which are to be provided with connections for filling, the arrangement of which is to be as shown on Drawing No. S-231-E-125, and as hereinafter described.

On each side of the vessel, there will be provided 4 filling connections, making a total of 8 filling connections, same to be located as follows:

One each side between Frames No. 268 and 269—5'-0" above "G" Deck  
One each side between Frames No. 214 and 215—5'-0" above "F" Deck  
One each side between Frames No. 184 and 185—5'-0" above "F" Deck  
One each side between Frames No. 166 and 167—5'-0" above "F" Deck  
Filling connections between Frames No. 268 and No. 269

Above "G" Deck, between Frames No. 268 and 269, a watertight door, so constructed as to be capable of being opened, closed and made watertight from the inside, is to be fitted on each side of the vessel.

In way of these doors 8 inch filling lines with 8 inch gate valve near side are to be provided, filling lines to extend from each side to centre line of vessel where same will join in a common 12 inch down header, which will be carried through pipe trunk between Frames No. 268 and No. 270 down to the forward pipe tunnel from boiler room, where connections will be made to transfer lines to double bottom and deep tanks.

An 8 inch to 6 inch adapter nozzle is to be provided for each filling line, secured to Bulkhead No. 270 in a convenient place so as to be ready for immediate installation.

A light partition is to be carried across the vessel at Frame No. 268 between "G" and "F" Decks, and access provided from escape trunk to the compartments thus formed between sides of vessel and pipe and escape trunks, between Frames No. 268 and 270, it being the purpose to avoid the necessity of entering passenger or crew living quarters in operating the filling system.

#### Filling Connections between Frames No. 214 and No. 215

About 5 feet above "F" Deck between Frames No. 214 and No. 215,

10 inch filling lines provided with 10 inch gate valves are to be fitted on each side of vessel.

The present coaling trunks between "F" and "H" Decks at these points are to be removed.

Between "E" and "F" Decks on both sides of vessel, there are to be constructed filling compartments, extending fore and aft between Frames No. 214 and No. 218, and athwartships about 6'-0" inboard from skin of vessel at the "F" Deck level.

Between "F" and "G" Decks, there are to be constructed compartments, extending fore and aft, between Frames No. 214 and No. 216, and athwartships to line up with compartments above on "F" Deck.

Access to the filling compartments on "F" Deck is to be provided by means of ladders from "H" Deck below, through present opening in "G" Deck and from there up through compartment between "G" and "F" Decks.

#### Filling Connections between Frames No. 184 and No. 185

About 5 feet above "F" Deck between Frames No. 184 and No. 185, 10 inch filling lines provided with 10 inch gate valves are to be fitted on each side of vessel.

The present coaling trunks between "F" and "G" Decks at these points are to be removed.

Between "E" and "F" Decks, and between "F" and "G" Decks, on both sides of vessel, there are to be constructed filling compartments, extending fore and aft between Frames No. 183 and No. 185, and athwartships about 6'-0" inboard from skin of vessel at the "F" Deck level.

Access to the filling compartments on "F" Deck is to be provided by means of ladders from "H" Deck below, through present coaling opening in "G" Deck, and from there up through compartments between "F" and "G" Decks.

#### Filling compartments are further described under "Structural Changes."

In order to be able to use the connections between Frames No. 214 and No. 215, and Frames No. 184 and No. 185, for either oil barges or tankers, the following fittings are to be provided for each filling connection, and conveniently stowed in each compartment:

- 1 . . . . . 10" Ell
- 1 . . . . . 10" to 8" Reducing Ell
- 1 . . . . . 10" to 6" Reducing Ell

The 10 inch filling connections on each side will be carried down to underside of "G" Deck, where they will be led inboard to meet fore and aft headers.

**Filling Connections between Frames No. 166 and No. 167**

About 5 feet above "F" Deck between Frames No. 166 and No. 167, an 8 inch filling line provided with an 8 inch gate valve is to be fitted on each side of vessel.

The present coaling trunks between "F" and "G" Decks at these points are to be removed.

Between "E", "F" and "G" Decks on both sides of vessel, there are to be constructed filling compartments, extending fore and aft between Frames No. 165 and No. 167, and athwartships about 6'-0" inboard from skin of vessel at the "F" Deck level.

Between "F" and "G" Decks, these compartments to be of watertight construction.

Access to the filling connections on "F" Deck is to be provided by means of ladders from "H" Deck below, through present coaling opening in "G" Deck, and from there up through compartments between "F" and "G" Decks.

Filling compartments are further described under "Structural Changes."

The following fittings are to be provided for each of the above filling connections, and conveniently stowed in each compartment:

1. . . . . 8" Ell

1. . . . . 8" to 6" Reducing Ell

The 8 inch filling connections on each side described above will be carried down to underside of "G" Deck, where they will be led inboard to connect to fore and aft headers.

**Main Filling Lines Aft**

There will be two 12 inch fore and aft main filling lines one on each side of vessel between "H" and "G" Decks, extending from about Frame No. 168 to between Frames No. 220 and No. 221 and the filling connections at sides of vessel between Frames Nos. 166 and 167, No. 184 and 185, and No. 214 and 215 will be connected to these main lines.

At the forward end these filling mains are to be carried down through blower ducts into pump rooms on each side of No. 1 Boiler Room between Frames No. 220 and No. 222, where they will connect to the filling and transfer lines as described under Transfer System.

Cross connections will be fitted between filling mains where filling connections join same, cross connections to be 8 inches diameter for the filling connection between Frames No. 166 and No. 167, and 10 inch diameter for the filling connections between Frames No. 184 and No. 185 and Frames No. 214 and No. 215.

Cut out valves are to be fitted as follows:

One in each cross connection.

One forward of Bulkhead No. 169 in each fore and aft header.

One aft of Bulkhead No. 199 in each fore and aft header.

**Connections to Filling and Transfer Lines**

Between "H" and "G" Decks, there will be led 3-10" lines direct from main filling headers to transfer lines on each side of boiler rooms No. 1, 2 and 3.

A cut out valve is to be fitted where the above lines connect to filling mains.

**Dimensions of Filling Connections**

The flanges of filling connections which will connect to hose are to conform to the following dimensions:

Size	Dia. of Flange	Pitch Circle	No. of Bolts	Dia. of Bolts
6"	12"	10"	6	¾"
8"	13-½"	11-¾"	8	¾"
10"	16"	14-¾"	12	⅞"

**Expansion Joints**

An expansion joint of approved bellows type of steel construction throughout as shown on Drawing No. S-231-E-123 is to be provided in each of the fore and aft filling mains at about Frame No. 183.

**Barge Steam Connections**

There are to be provided near each filling connection two (2) 2 inch standard screwed pipe steam connections supplied with steam at 100 lbs. pressure, for supplying steam for heating and pumping oil from barges, when necessary.

**Securing of present Coaling Doors**

Present coaling doors are to be taken off, cleaned, and fitted with new joints, and are then to be closed and permanently secured on inside of vessel.

**Access to 'tween-deck spaces**

The present openings to 'tween deck spaces above No. 1 and No. 2 boiler rooms are to be changed and made similar to means of access, provided to 'tween deck spaces above No. 3 and No. 4 boiler rooms.

**Thermometers**

Provision is to be made at each filling connection for the installation of thermometers of approved design.

**Pressure Gauges**

Pressure gauges of approved type are to be fitted at each filling connection.

**Strainers in Filling Connections**



In each of the filling connections, in filling spaces provided between "E" and "F" Decks, there are to be provided strainers of the plate type, having perforations  $\frac{3}{8}$  inch in diameter, and of ample area, so as not to impede the flow of oil.

Covers of strainers to be readily removable for cleaning strainer plates.

#### Sampling Connections

At each filling connection, a  $\frac{3}{4}$  inch connection will be fitted in order that sample of oil being put aboard can be drawn off.

## SECTION 2 OVERFLOW SYSTEM

### Description

Every compartment used for the storage of oil fuel is to be connected to an overflow system as indicated on Drawing No. S-231-E-125 and conforming to the arrangement hereinafter described.

The purpose of the overflow system is to provide means whereby the highest pressure in any tank cannot exceed that due to a head of oil up to the highest point of the overflow system.

The overflow system is to be divided into two main sections, one taking care of the overflow from the oil tanks forward of Frame No. 224, the other taking care of the overflow from all oil tanks in way of the boiler rooms.

### Existing Vent Pipes

Other vent pipes from existing double bottom or other tanks which are to be used for the carriage of fuel oil are to be removed and the openings to tanks and shell or decks are to be properly closed up with riveted plates.

### Forward Overflow System

**Headers**—The forward overflow system will consist of two (2) 12 inch fore and aft headers carried directly under the beams of "G" Deck and extending from between Frames No. 279 and 280 to between Frames No. 232 and 233 where headers will drop down through "H" Deck and discharge into outboard deep tanks extending from Frame No. 224 to Frame No. 236.

In operation the outboard deep tanks between Frames No. 224 to No. 236 should be the last to be filled.

### Overboard Connections

From each of the two outboard deep tanks extending from Frame No. 224 to Frame No. 236, there will be provided an overboard over-

flow connection 12-inch dia. located at sides of vessel about 5 feet above "G" deck between Frames No. 230 and No. 231 and provided with a non-return valve with disc of light construction in order to prevent the shipping of sea water into tanks in heavy weather. This check-valve shall have no means provided for closing by hand.

### Connections from Tanks

Each compartment for the storage of oil fuel forward of Frame No. 224, is to be provided with a 10 inch overflow connection led to a special ell fitting so as to discharge into upper side of fore and aft overflow main on the side of vessel on which tank is located.

Overflow connections are to be located in accordance with Drawing S-231-E-125 and connect to overflow main at the following points:

Compartments	Connection to Header Between
Inner Bottom Tank No. 1	Frame No. 269 and 270
Inner Bottom Tank No. 2 Port	Frame No. 268 and 269
Inner Bottom Tank No. 2 Starboard	Frame No. 269 and 270
Inner Bottom Tank No. 3 Port	Frame No. 235 and 236
Inner Bottom Tank No. 3 Starboard	Frame No. 235 and 236
Wing Tank No. 23 Port	Frame No. 250 and 251
Wing Tank No. 23 Starboard	Frame No. 250 and 251
Wing Tank No. 24 Port	Frame No. 238 and 239
Wing Tank No. 24 Starboard	Frame No. 238 and 239 Star.
Deep Tank No. 17	Frame No. 279 and 280
Deep Tank from Frame No. 270-277	Frame No. 270 and 271 Star.
Deep Tank from Frame No. 261-270 Port	Frame No. 261 and 262
Deep Tank from Frame No. 261-270 Star.	Frame No. 261 and 262
Deep Tank from Frame No. 253-261 Port	Frame No. 260 and 261
Deep Tank from Frame No. 253-261 Star.	Frame No. 260 and 261
Deep Tank from Frame No. 245-253 Port	Frame No. 245 and 246
Deep Tank from Frame No. 245-253 Star.	Frame No. 245 and 246
Deep Tank from Frame No. 236-245 Port	Frame No. 237 and 238
Deep Tank from Frame No. 236-245 Star.	Frame No. 237 and 238
Deep Tank from Frame No. 224-236 Port	Frame No. 232 and 233
Deep Tank from Frame No. 224-236 Centre	Frame No. 234 and 235
	Starboard only
Deep Tank from Frame No. 224-236 Star.	Frame No. 232 and 233

### After Overflow System

**Headers**—The after overflow system will consist of two (2) 12 inch fore and aft headers between "H" and "G" Decks, extending from between Frames No. 146 and 147 to between Frames No. 204 and 205.

These headers are to be kept as close as possible to the deck beams at the forward and after ends and are to slope down to the overflow

discharge to No. 7 double bottom wing tank connection through "H" Deck, located between Frames No. 172 and 173.

12 inch down headers are to be provided from lowest point of each fore and aft header and run through Boiler Room No. 3 between the back ends of boilers and bulkhead No. 174, headers to discharge into the above tanks.

In operation, No. 7 double bottom wing tanks should be the last to be filled.

**Overboard Connection**—From the upper side of each 12 inch fore and aft header, at the point where downheaders are connected between Frames No. 172 and 173, there will be provided an overboard overflow connection 12 inches diameter between Frames No. 166 and 167 about 5'-0" above "G" Deck and provided with a non-return valve with disc of light construction in order to prevent the shipping of sea water into tanks in heavy weather.

This check valve shall have no means provided for closing by hand.

Each compartment for the storage of oil fuel located aft of Frame No. 224 is to be provided with a 10 inch overflow connection led so as to discharge into the upper side of fore and aft overflow main on the side of vessel on which tank is located.

Overflow connections are to be located in accordance with Drawing No. S-231-E-125 and connect to overflow mains at the following points:

Compartment	Connection to Header Between
No. 1 Boiler Room Service Tank Port	Frame No. 204 and 205
No. 1 Boiler Room Service Tank Star.	Frame No. 204 and 205
No. 4 Wing Double Bottom Tank Port	Frame No. 200 and 201
No. 4 Wing Double Bottom Tank Star.	Frame No. 200 and 201
No. 4 Centre Double Bottom Tank Port	Frame No. 199 and 200
No. 4 Centre Double Bottom Tank Star.	Frame No. 199 and 200
No. 5 Centre Double Bottom Tank Port	Frame No. 188 and 189
No. 5 Centre Double Bottom Tank Star.	Frame No. 188 and 189
No. 5 Wing Double Bottom Tank Port	Frame No. 187 and 188
No. 5 Wing Double Bottom Tank Star.	Frame No. 187 and 188
No. 2 Boiler Room Service Tank Port	Frame No. 193 and 194
No. 2 Boiler Room Service Tank Star.	Frame No. 193 and 194
No. 6 Wing Double Bottom Tank Port	Frame No. 175 and 176
No. 6 Wing Double Bottom Tank Star.	Frame No. 175 and 176
No. 6 Centre Double Bottom Tank Port	Frame No. 174 and 175
No. 6 Centre Double Bottom Tank Star.	Frame No. 174 and 175
No. 7 Centre Double Bottom Tank Port	Frame No. 173 and 174

Compartment	Connection to Header Between
No. 7 Centre Double Bottom Tank Star.	Frame No. 173 and 174
No. 3 Boiler Room Service Tank Port	Frame No. 155 and 156
No. 3 Boiler Room Service Tank Star.	Frame No. 155 and 156
No. 8 Wing Double Bottom Tank Port	Frame No. 152 and 153
No. 8 Wing Double Bottom Tank Star.	Frame No. 152 and 153
No. 8 Centre Double Bottom Tank Port	Frame No. 151 and 152
No. 8 Centre Double Bottom Tank Star.	Frame No. 151 and 152
No. 4 Boiler Room Service Tank Port	Frame No. 146 and 147
No. 4 Boiler Room Service Tank Star.	Frame No. 146 and 147

#### Air Pipes from Overflow System

From the forward overflow system, between Frames No. 269 and No. 270, there are to be provided 4 inch air pipes, for both of the fore and aft headers, to be led up pipe trunk between Frames No. 268 and 270 to at least 10 feet above top of 4th Class Galley and there fitted with proper U bends fitted with wire gauze.

From the extreme ends of both fore and aft headers of the after overflow system there are to be provided 4 inch air pipes between Frames No. 204 and 205 and Frames No. 146 and 147, led up between uptakes and casing to at least 10 feet above fidley top and there fitted with proper U bends fitted with wire gauze.

4" air pipes will also be led from No. 7 double bottom wing tanks between Frames No. 171 and 172, between uptakes and casing to at least 10 feet above fidley top and there fitted with proper U bends fitted with wire gauze.

#### Cut-out Valves

In each 12 inch Overflow Main there are to be provided cut-out valves left locked open at all times. These valves are to be arranged so as to be operated from "F" Deck and keys for locks on cut-out valve operating gear are to be kept in glass faced boxes and near each box is to be placed a conspicuous sign reading as follows:

"In case of collision, break glass, unlock valve and close same."

These cut-out valves are to be located as follows:

#### Forward Overflow System

One valve on each side between Frames No. 246 and 247.

One valve on starboard side between Frames No. 271 and 272.

#### Aft Overflow System

One valve on each side between Frames No. 150 and 151.

One valve on each side between Frames No. 169 and 170.

One valve on each side between Frames No. 200 and 201.

It is the purpose of the specifications to provide an overflow

system that will be absolutely automatic in its operation at all times, and there are to be no valves in any part of the system except the ones just described and these are only for use in the case of extreme emergency.

Blank flanges are to be provided so any tank that may have to be steamed out can be isolated by removing U bend connecting overflow from tank to main, and closing both connections with blank flanges.

In addition to the individual tank alarms specified in Section 12, automatic alarms are to be provided in each overflow connection to tanks into which overflow mains discharge. These alarms are to be arranged so as to ring bells simultaneously at all of the filling connections, when the overflow line comes into operation.

#### Expansion Joints

Expansion joints of approved bellows type of steel construction throughout as shown on Drawing No. S-231-E-123 are to be provided in the overflow main at the following points:

##### Port Side

Between Frames No. 183 and 184

##### Starboard Side

Between Frames No. 183 and 184

Between Frames No. 269 and 270

### SECTION 3

#### TRANSFER SYSTEM

##### Transfer System

The system for transferring oil from storage to settling tanks and from settling to service tanks is to be in general as follows, and in accordance with Drawings Nos. S-231-E-126, 127 and 128.

It is the intent of these specifications to provide an arrangement which will permit of the pumping of oil from any deep tank to any service tank while transferring oil from any double bottom tank to deep or settling tanks.

The tanks provided in the boiler room side bunkers are designated throughout these specifications as service tanks, while the five aftermost deep tanks extending from Frames No. 224 to No. 245 are designated as Settling Tanks, it being the purpose to fill the service tanks from settling tanks, and in turn keep the latter filled by pumping the contents of the double bottom, deep or other storage tanks into same, as the fuel is consumed.

##### Transfer Pumps

In each of the present port and starboard pump rooms between Frames No. 219 and No. 224 in No. 1 Boiler Room, there will be located one (1) 10 inch x 12 inch x 12 inch duplex vertical fuel oil transfer pump.

The suction and discharge sides of both transfer pumps are to be connected to the suction and discharge headers located in starboard and port pump rooms respectively as described below.

##### Suction Connections

In the starboard pump room between Frames No. 219 and No. 224, there will be provided a suction header with connections to the following:

- 1—10 inch connection to double bottom and side tanks forward of Frame No. 224.
- 1—12 inch connection to deep tanks forward of Frame No. 224.
- 1—10 inch connection to port transfer line to double bottom and service tanks aft of Frame No. 224.
- 1—10 inch connection to starboard transfer line to double bottom and service tanks aft of Frame No. 224.
- 1—10 inch suction to starboard transfer pump.
- 1—10 inch suction to port transfer pump.
- 1—12 inch connection from filling main.

##### Discharge Connections

In the port pump room between Frames No. 219 and No. 224 there will be provided a discharge header with connections to the following:

- 1—10 inch connection to double bottom and side tanks forward of Frame No. 224.
- 1—12 inch connection to deep tanks forward of Frame No. 224.
- 1—8 inch connection to port transfer line to double bottom and service tanks aft of Frame No. 224.
- 1—8 inch connection to starboard transfer line to double bottom and service tanks aft of Frame No. 224.
- 1—10 inch discharge from port and starboard transfer pumps.
- 1—12 inch connection from filling main.

##### Cross Connections between Suction and Discharge Headers

The suction and discharge headers are to be cross-connected as shown on Drawing No. S-231-E-126 in order that pumps may be interchangeable.

In view of the limited space available between pump rooms, it will be necessary to run the cross connections between suction and discharge manifolds through the double bottom tanks.

All valves controlling the various connections from suction and discharge headers are to be gate valves of the non-rising stem type. **Transfer Line to Double Bottom and Side Tanks Forward of Frame No. 224**

In the forward pipe tunnel there is to be provided one 10 inch fore and aft main, connected to both the suction and discharge headers for transfer pumps.

The 10 inch fore and aft main is to be provided with 10"x10"x8" cross valves or equivalent manifolds direct connected to tank top and controlling the connections from the individual double bottom or side tanks. Where necessary, the piping from the valves or manifolds may be run inside of the double bottom. Connections are to be provided to the following tanks from the 10 inch fore and aft main described above:

No. 1 double bottom tank	8" diameter
No. 2 double bottom tank port	8" diameter
No. 2 double bottom tank starboard	8" diameter
No. 3 double bottom tank port	8" diameter
No. 3 double bottom tank starboard	8" diameter
No. 23 side tank port	8" diameter
No. 23 side tank starboard	8" diameter
No. 24 side tank port	8" diameter
No. 24 side tank starboard	8" diameter

At the forward end of pipe tunnel, the 10 inch fore and aft main is to be connected to 12 inch downheader from filling system.

The after end of the 10 inch fore and aft main is to be connected to service tank supply pumps as described under "Service Tank Supply System."

#### **Transfer Line to Deep Tanks forward of Frame No. 224**

In the forward pipe tunnel, there is to be provided one 12 inch fore and aft main connected to both the suction and discharge headers for transfer pumps.

The 12 inch fore and aft main is to be provided with 12"x12"x8" cross valves or equivalent manifolds connected to tunnel sides and controlling the connections from the individual deep tanks.

Where necessary, the piping from control valves may be run inside of the adjacent deep tanks.

Connections 8 inches in diameter are to be provided to the following tanks from the 12 inch fore and aft main described above:

Deep Tank No. 17

Deep Tank from Frame No. 270 to No. 277

Deep Tank from Frame No. 261 to No. 270 port

Deep Tank from Frame No. 261 to No. 270 starboard  
 Deep Tank from Frame No. 253 to No. 261 port  
 Deep Tank from Frame No. 253 to No. 261 starboard  
 Deep Tank from Frame No. 245 to No. 253 port  
 Deep Tank from Frame No. 245 to No. 253 starboard  
 Deep Tank from Frame No. 236 to No. 245 port  
 Deep Tank from Frame No. 236 to No. 245 starboard  
 Deep Tank from Frame No. 224 to No. 236 port  
 Deep Tank from Frame No. 224 to No. 236 starboard  
 Deep Tank from Frame No. 224 to No. 236 centre

At the forward end of pipe tunnel, the 12 inch fore and aft main is to be connected to 12 inch downheader from filling system.

The after end of the 12 inch fore and aft main is to be connected to Service Tank Supply Pumps as described under "Service Tank Supply System."

#### **Transfer Lines to Double Bottom and Service Tanks aft of Frame No. 224**

There will be provided a 10 inch fore and aft transfer main on each side of vessel extending from cross connections between suction and discharge headers in forward pump rooms to the after end of No. 3 boiler room, where main will be provided with an 8 inch cross connection with cut-out valves in each main.

In order to accommodate the service pumps in each boiler room, there will be provided four (4) new additional pump rooms on each side of vessel located adjacent to the present pump rooms and extending three frame spaces fore and aft and from side of vessel to longitudinal bunker bulkheads.

#### **No. 1 Boiler Room**

In the pump rooms thus formed on each side of vessel in No. 1 Boiler Room, there will be located a header which will have the following connections:

1—10 inch connection from 10 inch transfer main.

1—8 inch connection to service tank in No. 1 Boiler Room.

1—8 inch connection to No. 4 wing double bottom tank.

1—8 inch connection to No. 4 centre double bottom tank.

1—6 inch connection to service pump suction.

There will also be provided a 10 inch connection from filling main on each side of vessel in Boiler Room No. 1 as described under "Filling System."

#### **No. 2 Boiler Room**

In the new service pump rooms on each side of vessel in No. 2



Boiler Room, there will be located a header which will have the following connections:

- 1—10 inch connection from 10 inch transfer main.
- 1—8 inch connection to service tank in No. 2 Boiler Room.
- 1—8 inch connection to No. 5 wing double bottom tank.
- 1—8 inch connection to No. 5 centre double bottom tank.
- 1—8 inch connection to No. 6 wing double bottom tank.
- 1—8 inch connection to No. 6 centre double bottom tank.

There will also be provided a 10 inch connection from filling main on each side of vessel in Boiler Room No. 2 as described under "Filling System".

#### **No. 3 Boiler Room**

In the new service pump rooms on each side of vessel in No. 3 Boiler Room, there will be located a header which will have the following connections:

- 1—10 inch connection from 10 inch transfer main.
- 1—8 inch connection to service tank in No. 3 boiler room.
- 1—8 inch connection to service tank in No. 4 boiler room.
- 1—8 inch connection to No. 7 wing double bottom tank.
- 1—8 inch connection to No. 7 centre double bottom tank.
- 1—8 inch connection to No. 8 wing double bottom tank.
- 1—8 inch connection to No. 8 centre double bottom tank.
- 1—6 inch connection to Service Pump Suction.

There will also be provided a 10 inch connection from filling main on each side of vessel in Boiler Room No. 3 as described under "Filling System."

#### **Ash Ejector Pump for Emergency Use**

In addition to the regular transfer pumps described above, the ash ejector pump in starboard pump room between Frames No. 151 to 154 is to be connected to transfer system, as an emergency pump.

Connections to transfer lines are to be made by means of removable fittings.

#### **Bell-mouths**

All connections to bottom of fuel oil tanks are to terminate in bell-mouths of approved design.

#### **Expansion**

Expansion joints of the bellows type as shown on Drawing No. S-231-E-123 are to be fitted as shown in plans.

#### **Removal of Ash Ejectors**

In connection with the installation of the foregoing transfer system the present ash ejectors together with the discharge piping are to be carefully removed, properly painted, clearly marked and de-

livered to Agents on pier or barge for further use, all as directed by Agents.

The openings in the side of vessel where ash ejector pipes terminate are to be properly closed up and made watertight by fitting blank flanges so arranged that outside face of flanges will be flush with the shell.

## **SECTION 4**

### **SUPPLY TO SERVICE TANKS SYSTEM**

#### **Supply to Service Tanks System**

The five aftermost deep tanks located between Frames No. 224 and No. 245 are to be used as settling tanks, it being the purpose to keep these tanks filled by pumping out the double bottoms or other storage tanks by means of the transfer pumps.

#### **Service Tank Supply Pumps**

There are to be built forward of Bulkhead No. 224 on each side of vessel, pump rooms, extending two (2) frame spaces fore and aft and from wing tanks to longitudinal bulkheads dividing centre and wing deep tanks.

In each of these pump rooms, there will be located a 10 inch x 12 inch x 12 inch vertical duplex service tank supply pump of the same pattern as transfer pumps. These pumps normally are to be used for the transfer of oil from the deep settling tanks between Frames No. 224 and No. 245 to service tanks in Boiler Rooms Nos. 1, 2, 3 and 4, but are also to be connected to suction and discharge headers for transfer pumps as shown on Drawing No. S-231-E-126.

#### **Suction System**

At Bulkhead No. 226 on each side of present pipe tunnel will be located headers for 10 inch suction connections from the deep settling tanks to the service tank supply pumps, as shown on Drawing No. S-231-E-126.

Each suction connection will be controlled by means of a 10 inch gate valve of the non-rising stem type, and in addition gate valves capable of being operated from above "H" Deck are to be fitted inside of tank. These suctions will be of the high type, i.e., the open end of the suction pipes will be located about in line with the top of present pipe tunnel in the case of centre tank, and about 4'-0" above tank top for the other settling tanks.

The suctions from both of the above pumps are to be cross con-

nected to enable either pump to draw from any deep settling tank.

### Discharge System

From Service Tank Supply Pumps there are to be provided two (2) 8 inch mains, one on each side of vessel and extending from pump rooms aft to Service Tanks in No. 3 Boiler Room at which points mains will be reduced to 6 inches diameter and led to Service Tanks in No. 4 Boiler Room.

6 inch connections to Service Tanks in each Boiler Room are to be provided, and are to be fitted with gate valves of non-rising stem pattern and internal pipes so as to prevent any violent disturbance of the contents of tank during filling.

The mains are to be carried above the leads of the main and auxiliary feed piping in space made available by removal of present forced draft air ducts. Discharge mains from pumps are to be cross connected at the forward end of No 1 Boiler Room, so that either pump will be capable of supplying any service tank.

### Expansion Joints

Expansion joints of the bellows type as shown on Drawing No. S-231-E-123 are to be fitted where shown in plans.

## SECTION 5 SUPPLY TO BURNERS

The arrangement of the apparatus for supplying oil to burners is to be in accordance with Drawings Nos. S-231-E-129 and 145, and as hereinafter specified.

### Boiler Rooms

There are four (4) boiler rooms on the vessel. Boiler Room No. 1 extending from Frame No. 224 to Frame No. 199 contains 10 boilers in 2 fire rooms.

Boiler Room No. 2, extending from Frame No. 199 to Frame No. 174, contains 12 boilers in 2 fire rooms.

Boiler Room No. 3, extending from Frame No. 174 to Frame No. 151, contains 12 boilers in 2 fire rooms.

Boiler Room No. 4, extending from Frame No. 151 to Frame No. 126, contains 12 boilers in 2 fire rooms.

### Service Tanks

On port and starboard side of boiler compartments in part of the space formerly occupied by coal bunkers, and as specified in detail elsewhere, there will be built 8 service tanks, 2 in each boiler room.

### New Pump Rooms

There are to be provided 8 new pump rooms for the accommodation of Service Pumps, which pump rooms are to be constructed in part of the space formerly occupied by coal bunkers.

New pump rooms are to extend 3 frame spaces fore and aft and from skin of vessel to longitudinal bunker bulkheads.

They are to be built adjacent to present pump rooms which are located on both sides of vessel forward and aft of Bulkheads No. 199 and No. 151.

The top of the new pump rooms in Boiler Room No. 1 and 2 should be at about the same level as "K" Deck, and about 4'-0" below "K" Deck for Boiler Room No. 3 and 4.

### Fuel Oil Pumps

1—9" x 6" x 10" vertical duplex fuel oil service pump will be installed in each of the pump rooms described on each side of Boiler Rooms No. 1, 2 and 3.

2—7½" x 4½" x 10" vertical duplex fuel oil pumps are to be installed in each of the pump rooms described above on each side of Boiler Room No. 4.

The pumps are to be so arranged that either pump for Boiler Room 1, 2 and 3, or either set of 2 pumps in Boiler Room No. 4 can be used while the other is being repaired.

### Fuel Oil Heaters

In each of the four (4) Boiler Rooms there are to be installed 4 fuel oil heaters, 2 on each side of vessel, each pair constituting a set.

The heaters are to be of the straight tube type of steel throughout, shell to be of corrugated construction of the Fox type, heads of cast steel, and flanges and tube sheets of mild steel.

Tubes to be of seamless steel ¾ inch O. D. No. 16 B. W. G. thick expanded into tube plates and flared over at both ends.

Each set of 2 heaters to be capable of continuously heating per hour from 60° to 350° Fah. 32,000 lbs. of 10.6° to 10.8° Beaumé Mexican Crude Oil having a viscosity of 6000 Saybolt seconds at 150° Fah.

The pressure drop through heater is not to exceed 30 lbs.

Detailed plans of heaters are to be submitted for approval of Agents before work is commenced.

### Fuel Oil Service Piping

The arrangement of the service pump suction and discharges is to be such that service pumps in either No. 1 or No. 2 Boiler Rooms will be able to pump from or discharge to No. 1 or No. 2 Boiler Rooms and Service Pumps in either No. 3 or No. 4 Boiler Rooms will be able

to pump from or discharge to No. 3 or No. 4 Boiler Rooms, discharging through heaters on either side of vessel.

Each of the service pumps is to be capable of drawing direct from the service tanks through 6 inch high suction about 2'-0" above the bottom of the tank. In addition, each service pump will be provided with a connection to transfer line, so that each may be able in case of emergency to pump from transfer system direct. The valve controlling this connection is to be provided with a satisfactory locking device.

The high suction lines are to be cross-connected in Boiler Rooms Nos. 2 and 4, as shown on Drawing No. S-231-E-129 in order that pumps on either side will be able to pump from both port and starboard service tanks.

The suction is to be controlled by means of gate valves.

A 6 inch duplex strainer of the Elliott or other approved type is to be fitted between the pumps and suction connections in each pump room.

Strainers to be provided with baskets with perforations 3/16 inches diameter and to be of such construction as to provide ample areas for passage of oil.

There will be a 4 inch discharge line led from the service pump or pumps in each pump room dividing into two (2) 3 inch branches, one to each heater which will be located about abreast of pump rooms at the level of present forced draft air ducts which are to be removed.

Each discharge line from pump room is to terminate at its upper end in an air vessel 10 inches in dia. by about 8 feet in length. Discharges to heaters, cross connections, etc. are to be taken off below air vessels.

Discharge system is to be so arranged that either heater may be cut out at any time.

A 2" relief valve set at 300 lbs. is to be provided in discharge system near pumps with return to suction.

Connections are to be provided for admitting air to the air vessels from air compressor of the hydraulic system, by means of 1/2 inch seamless steel lines controlled by stop, safety and non-return check valves, and in addition snifting valves are to be provided in the pump suction. Safety valves of air line are to be set at 400 lbs.

Two (2) try-cocks of approved design are to be fitted to each air vessel located about 1 1/2 and 3 feet above bottom of air vessel respectively.

### Meters

An oil meter of approved type is to be provided between heaters and pump, fitted with a by-pass so that same may be cut out, if necessary.

### Discharge Strainers

Discharge from heaters is to be passed through a 3 inch duplex strainer of the Elliott or other approved type, having baskets with perforations 1/32 inch in diameter.

Strainer to be of such construction as to provide ample areas for passage of oil.

### Mains to Burners

3 inch discharge from heaters is to be connected to a 2 1/2 inch loop, fore and aft sides of which will pass between boilers and longitudinal bulkheads and athwartships sides of which will pass through fire rooms between fronts of each two rows of boilers.

Athwartships lines are to be provided with 1 1/4 inch branches to each boiler which will be connected to the necessary outlets to supply burners.

The 1 1/4 inch branch to each boiler is to be controlled by a cut out valve, and, in addition, duplicate control valves are to be fitted for each burner.

At the end of the discharge system there is to be provided a 1 inch return line to service tanks for circulating oil in discharge system.

### Seamless Steel Tubing

All of the piping from discharge side of service pumps to the burners is to be of seamless steel as specified under **Materials**.

### Pressure Gauges

Oil Pressure Gauges with 4 inch dials are to be provided as follows:

- 1 — on inlet to discharge strainers
- 1 — on outlet from discharge strainers
- 1 — on each main in front of boilers

Steam pressure gauges with 4 inch dials are to be provided as follows:

- 1 — to steam to each set of heaters
- 1 — to steam to each pump room

### Thermometers

Thermometers are to be fitted as follows:

- 1 — to each service pump suction
- 1 — to discharge from heaters
- 1 — to each main in front of boilers

**Pump Governors**

Each service pump to be controlled by "Ideal" or other approved automatic pump governor.

**Emergency Stop Valves**

Emergency quick closing stop valves are to be provided for each service pump, and are to be arranged so as to be operated from boiler room containing pump, and from either adjacent boiler room, in a location near Fire Foamite control.

**Lagging**

The steam cylinders of all fuel oil pumps, the heaters and fuel oil discharge piping from heaters to boilers, and steam and exhaust pipes to and from pumps and heaters, and to heater coil manifolds are to be lagged with 85% magnesia, of U. S. Navy Standard thickness.

The branches from oil discharge piping to burners will not be lagged.

The lagging of pipes in front of boilers will be covered with asbestos cloth, secured by means of the Wallace or equally satisfactory clips.

Lagging of other pipes will be covered with canvas clipped by means of the Wallace or equally satisfactory clips and painted.

Lagging of heaters and cylinders of pumps will be covered with Russia Iron or planished steel, held in place by brass bands and screws.

**Internal Valves to Service Tanks**

Suctions from all service tanks are to be provided with a gate valve on the inside of tank, which will be arranged to be operated from accessible locations outside of boiler compartments, and to the approval of the U. S. Local Steamboat Inspectors.

**Heater Drains**

The drains from each set of heaters will be led to a trap discharging into the nearest inspection tank.

**Burners and Air Registers**

The boilers will be fitted with a type of burner approved by the Agents, and will be of the mechanical atomizing type, working in conjunction with adjustable air registers. Units are to be so arranged that same can be swung out on hinged frames, so as to provide access to furnace.

There will be five (5) burners to each boiler, arranged so that the oil will not impinge on the boiler tubes, side walls or furnace bottoms.

The burners will be arranged for removal and replacement with the minimum loss of time and the seamless steel tubing on the fronts will be sufficiently flexible to admit of the necessary adjustments.

Drip pans are to be fitted under all burners. A small steam connection for cleaning burners and a suitable work bench will be provided in each fire room.

Provision is to be made in each fire room for the storage in accessible positions of all spare parts for burners, strainers and the necessary tools for installing same so that any change to be made can be accomplished with the minimum loss of time.

**Test of Boiler under Oil**

It is the intention to complete the installation of one of the service tanks and one of the new service pump rooms together with a complete service system for one side of No. 1 Boiler Room as soon as possible, so that arrangements for testing one boiler under oil fuel conditions can be carried out.

This will probably necessitate the installation of temporary ventilating pipes from tank.

Test of boiler will be carried out to the approval of the Agents.

**SECTION 6****OIL HEATING COILS****General Description**

There is to be provided an adequate system of oil heating coils in each of the service and oil storage tanks, capable of raising the temperature of the oil from 40° Fah. to at least 130° Fah.

Inasmuch as the successful operation of the entire oil burning equipment will depend upon the satisfactory installation of this heating system, only the best material, workmanship and arrangements obtainable will be accepted.

**Heating Surface**

The superficial area of the outside surface of the coils is to be about 2 square feet per ton of oil in each tank.

**Details of Coils**

Coils are to be constructed of 2 inch extra heavy wrought pipe. The flanges of coils are to be of mild forged steel screwed on to pipe with vanishing threads, welded at the neck, and are to be of the male and female type, all in accordance with detail shown on Drawing No. S-231-E-124, which gives the arrangement and details of typical tanks.



Where a change of direction is required, the same is to be accomplished by means of pipe bends having a minimum radius of 12 inches and cast fittings will in no case be accepted in any of the tank heating coils.

Where supply to and return from coils pass through bulkheads or tank tops cast steel bulkhead spools are to be permanently riveted to the structure of the vessel.

### Supply Lines to Coils

At suitable locations as described hereinafter there are to be provided connections from the auxiliary steam lines in boiler rooms which will supply steam at 100 lbs. pressure through reducing valves to manifolds, which in turn will supply the heater coils of each tank with steam through a line not less than 1 inch in diameter.

### Return from Heater Coils

The water condensed in the coils shall be returned through return lines not less than  $\frac{3}{4}$  inch in diameter connected to the point where coils emerge from the tank system.

The discharge from each individual heater coil return line is to be controlled by means of a "Sylphon" or other approved type of trap and in addition is to be provided with a stop valve.

The supply lines to and returns from heater coils outside of tanks are to be made of copper pipe with brazing metal or forged steel flanges and fitted with flanged brass valves.

The individual returns from each tank are to be led to observation tanks through separate lines, and in no case will it be permitted to join returns into a common line.

### Observation Tanks

There will be provided five (5) observation tanks located as follows:

- One (1) at level of "H" Deck in recess provided in the side of escape trunk between Frames No. 268 and 270,
- Two (2) in No. 1 Boiler Room,
- Two (2) in No. 3 Boiler Room, located one on each side of the boiler room at about the centre of its length.

The latter 4 tanks are to be kept at about the level of present forced draft air ducts, which are to be removed.

The tank located in escape trunk will receive the drains from heating coils from the following tanks:

- Deep Tank No. 17
- Double Bottom Tank No. 1

Deep tank between Frames No. 270 and 277  
Wing Tanks No. 23

The tanks located in Boiler Room No. 1 will receive the drains from heating coils from all tanks between Frames No. 198 and 270, except wing tanks No. 23.

The tanks located in Boiler Room No. 3 will receive all drains from heating coils from all tanks aft of Frame No. 198.

Observation tanks are to be constructed of steel, galvanized, and are to be of the open type, i. e., a bolted cover is not to be used, but instead there shall be provided a hinged cover, which can be lifted for immediate inspection at any time.

Gauge glasses are to be fitted to last section of observation tank.

Observation tanks are to be provided with connections to bilge and to main drain system.

### System to Tanks forward of Frame No. 198

A 3 inch supply line will be taken from the auxiliary steam system at the forward end of No. 1 Boiler Room and will be led to the following manifolds:

- One on forward side of No. 1 Boiler Room Port
- One on forward side of No. 1 Boiler Room Starboard
- One in Pipe Tunnel at about Frame No. 246
- One in Pipe Tunnel at about Frame No. 268

The foregoing manifolds will supply steam to the following tanks, respectively:

### Manifold in No. 1 Boiler Room Port

Supplies steam to:

- Service Tank No. 1 Port
- Double Bottom Tank No. 4 Port
- Wing Tank No. 4 Port
- Double Bottom Tank No. 3 Port
- Wing Tank No. 24 Port
- Deep tank between Frames No. 224 and 236 Port Wing
- Deep tank between Frames No. 224 and 236 Port Centre

### Manifold in No. 1 Boiler Room Starboard

Supplies steam to:

- Service Tank No. 1 Starboard
- Double Bottom Tank No. 4 Starboard
- Wing Tank No. 4 Starboard
- Double Bottom Tank No. 3 Starboard
- Wing Tank No. 24 Starboard

Deep Tank between Frames No. 224 and No. 236 Starboard Wing

Deep Tank between Frames No. 224 and No. 236 Starboard Centre

**Manifold at about Frame No. 246**

Supplies steam to:

Deep Tank between Frames No. 236 and No. 245 Port

Deep Tank between Frames No. 236 and No. 245 Starboard

Deep Tank between Frames No. 246 and No. 253 Port

Deep Tank between Frames No. 246 and No. 253 Starboard

Wing Tank No. 23 Port

Wing Tank No. 23 Starboard

Deep Tank between Frames No. 253 and No. 261 Port

Deep Tank between Frames No. 253 and No. 261 Starboard

**Manifold at about Frame No. 268**

Supplies steam to:

Deep Tank between Frames No. 261 and No. 270 Port

Deep Tank between Frames No. 261 and No. 270 Starboard

Double Bottom Tank No. 2 Port

Double Bottom Tank No. 2 Starboard

Double Bottom Tank No. 1

Deep Tank between Frames No. 270 and No. 277

Deep Tank No. 17

Each of the manifolds will be connected to at least a 2 inch branch from the main supply line which latter may be gradually reduced in size as branches are taken off.

**Return Lines**

The return lines from tanks forward of Frame No. 198 are to be led as follows:

**No. 17 Deep Tank**

From forward end of tank through access to listening room, to underside of "H" Deck, and from there through 4th class passenger accommodations to observation tank in escape trunk.

**Deep Tank between Frame No. 270 and No. 277**

From Bulkhead No. 270 through Pipe Trunk to observation tank in escape trunk.

**Double Bottom Tank No. 1**

From after end of double bottom tank through pipe trunk to observation tank in escape trunk.

**Double Bottom Tanks No. 2**

From after end of double bottom tank through pipe tunnel and No. 1 Boiler Room to observation tanks in No. 1 Boiler Room on port and starboard sides, respectively.

**Deep Tanks between Frames No. 261 and No. 270**

Through present pipe tunnel and No. 1 Boiler Room to observation tanks in No. 1 Boiler Room on port and starboard sides respectively.

**Deep Tanks between Frames No. 253 and No. 261**

Through present pipe tunnel and No. 1 Boiler Room to observation tanks in No. 1 Boiler Room on port and starboard sides, respectively.

**Wing Tanks No. 23**

Through 4th class passenger accommodations under "H" deck to observation tanks in escape trunk.

**Wing Tanks No. 24**

Through pump rooms and No. 1 Boiler Room to observation tanks in No. 1 Boiler Room port and starboard sides respectively.

**Deep Tanks between Frames No. 245 and No. 253**

Through present pipe tunnel and No. 1 Boiler Room to observation tanks in No. 1 Boiler Room on port and starboard sides respectively.

**Deep Tanks between Frames No. 236 and No. 245**

Through present pipe tunnel and No. 1 Boiler Room to observation tanks in No. 1 Boiler Room on port and starboard sides respectively.

**Deep Tanks between Frames No. 224 and No. 236**

Through No. 1 Boiler Room to observation tanks in No. 1 Boiler Room on port and starboard sides.

**Double Bottom and Service Tanks in No. 1 Boiler Room**

As direct to observation tanks in No. 1 Boiler Room as possible.

**System to Tanks Aft of Frame No. 199**

Supply lines at least 2 inches in diameter will be taken from the auxiliary steam system port and starboard about the centre of No. 3 Boiler Room and led to a manifold on each side of vessel, each manifold having connections to the following tanks on the same side of vessel as manifold:

No. 2 Boiler Room Service Tank

No. 3 Boiler Room Service Tank

No. 4 Boiler Room Service Tank

- No. 5 Double Bottom Tank Centre
- No. 6 Double Bottom Tank Centre
- No. 7 Double Bottom Tank Centre
- No. 8 Double Bottom Tank Centre
- No. 5 Double Bottom Tank Wing
- No. 6 Double Bottom Tank Wing
- No. 7 Double Bottom Tank Wing
- No. 8 Double Bottom Tank Wing

#### Return Lines

The return lines from tanks in Nos. 2, 3 and 4 Boiler Rooms are to be led as direct as possible to observation tanks in No. 3 Boiler Room.

#### Thermometers

Each fuel oil tank is to be fitted with a thermometer in pockets located in approved positions. Thermometer pockets are to be in accordance with Drawing S-231-E-144.

These thermometers are to be electrically connected so as to ring alarm bells in approved locations when temperature of oil reaches a predetermined point. Wiring to be installed according to the requirements of Section No. 12, Part II.

### SECTION 7

#### STEAMING OUT AND SMOTHERING SYSTEMS

##### Steaming out and Smothering Systems

There is to be provided a system of piping for steaming out fuel oil tanks, this system to consist of headers supplied with steam at about 100 lbs. pressure from the reduced pressure connection for heater coils and branches from these headers to each individual tank.

The arrangement of this system is to be in accordance with Drawing No. S-231-E-138 and as hereinafter described.

Wherever possible supply branch lines should connect to the top of tanks but in all cases a swing check valve of approved pattern is to be fitted where lines connect to tank to prevent return flow from tank to branch line.

Connections inside of tanks are to consist of internal pipes arranged so as to discharge either to top or bottom of tank. Where connection is made to top of tank this may best be accomplished by fitting  $\frac{1}{8}$  inch washers between flange of internal pipe and tank top.

In addition to the above check valves, each supply line where connected to the auxiliary steam system will be provided with a stop check valve of approved disc pattern as an additional means of preventing oil entering the steam system.

##### Steam to Tanks aft of Bulkhead No. 198

A fitting with branches for supplying steam to port and starboard lines connecting to the various tanks aft of Bulkhead No. 198 will be provided in the 2 inch supply lines to tank heating systems on each side of Boiler Room No. 3.

This connection to be made after passing reducing valves.

Valves controlling each individual tank in the three after Boiler Rooms are to be conveniently grouped as follows:

In No. 2 Boiler Room there are to be two groups one port and one starboard, each having connections to the port and starboard tanks respectively as follows:

- No. 2 Boiler Room Service Tank
- No. 5 Double Bottom Tank Centre
- No. 5 Double Bottom Tank Wing
- No. 6 Double Bottom Tank Centre
- No. 6 Double Bottom Tank Wing

In No. 3 Boiler Room there are to be two groups, one port and one starboard each having connections to the port and starboard tanks respectively as follows:

- No. 3 Boiler Room Service Tank
- No. 4 Boiler Room Service Tank
- No. 7 Double Bottom Tank Centre
- No. 8 Double Bottom Tank Centre
- No. 7 Double Bottom Tank Wing
- No. 8 Double Bottom Tank Wing

##### System to Tanks forward of Bulkhead No. 198

A fitting with branches for supplying steam to the various tanks forward of Bulkhead No. 198 will be provided in the 3 inch supply line to tank heating system at the forward end of Boiler Room No. 1.

This connection to be made after passing reducing valves.

Valves controlling each individual tank forward of Frame No. 198 are to be conveniently grouped as follows:

In No. 1 Boiler Room on port side there is to be one group having connections to the following tanks:

- No. 1 Boiler Room Service Tank port
- No. 4 Double Bottom Tank wing port
- No. 4 Double Bottom Tank centre port

- No. 3 Double Bottom Tank port
- No. 24 Side tank port
- Deep tank between Frames No. 224 and 236 port
- Deep tank between Frames No. 224 and 236 centre
- Deep tank between Frames No. 236 and 245 port

In No. 1 Boiler Room on starboard side there is to be one group having connections to the following tanks:

- No. 1 Boiler Room Service Tank starboard
- No. 4 Double Bottom Tank Wing starboard
- No. 4 Double Bottom Tank Centre starboard
- No. 3 Double Bottom Tank starboard
- No. 24 Side tank starboard
- Deep tank between Frames No. 224 and 236 starboard
- Deep tank between Frames No. 236 and 245 starboard

In Escape Trunk at forward end of Pipe Tunnel, there are to be two groups having connections to the following tanks:

#### 1st Group to

- No. 2 Double Bottom Tank port
- No. 2 Double Bottom Tank starboard
- No. 1 Double Bottom Tank
- No. 23 Side Tank port
- No. 23 Side Tank starboard
- Deep tank between Frames No. 270 and No. 277
- Deep Tank No. 17

#### 2nd Group to

- Deep Tank between Frames No. 245 and No. 253 port
- Deep Tank between Frames No. 245 and No. 253 starboard
- Deep Tank between Frames No. 253 and No. 261 port
- Deep Tank between Frames No. 253 and No. 261 starboard
- Deep Tank between Frames No. 261 and No. 270 port
- Deep Tank between Frames No. 261 and No. 270 starboard

The valves for the above should preferably be grouped in manifolds if possible.

## SECTION 8 BALLAST SYSTEM

### Description

The present ballast system is to be changed so as to provide a system for pumping ballast from all compartments used for the storage

of oil fuel forward of Frame No. 152 entirely independent of oil handling, bilge, or fresh water systems.

The arrangements will be in accordance with Drawings Nos. S-231-E-130 and 131, and as hereinafter described.

All ballast piping for compartments forward of Frame No. 152 is to be of W. S. as specified under "Materials," and while it is the purpose to use wherever possible the locations of present suction from compartments, existing piping must be replaced by W. S. piping.

### Pumps

The present ballast pumps located in pump rooms in Boiler Room No. 1 between Frames No. 219 and No. 224 are to be retained, and in addition, one of the present ash ejector pumps located on port side between Frames No. 199 and No. 202 is to be connected to the ballast system.

### Connection for tanks forward of Frame No. 224

For the tanks forward of Frame No. 224 there is to be provided an 8 inch main running fore and aft through forward pipe tunnel fitted with manifolds having 5 inch branches connecting to the several compartments.

This fore and aft main to be located on port side of pipe tunnel and extend forward to about Frame No. 268.

About Frame No. 267 there will be located a 4-valve manifold having 5 inch suction from the following compartments:

- Fore Peak Tank
- No. 1 Double Bottom Tank
- No. 17 Deep Tank

Deep Tank between Frames No. 270 and No. 277

On the forward side of collision bulkhead, there is to be provided a stop valve, controlling the fore peak suction and arranged to be operated from above the freeboard deck.

About Frame No. 262 there will be located a 2-valve manifold having 5 inch suction from the following compartments:

- Deep Tank between Frames No. 261 and No. 270 Port
- Deep Tank between Frames No. 261 and No. 270 Starboard

About Frame No. 253 there will be located a 4-valve manifold having 5 inch suction from the following compartments:

- Deep Tank between Frames No. 253 and No. 261 Port
- Deep Tank between Frames No. 253 and No. 261 Starboard
- Wing Tank No. 23 Port
- Wing Tank No. 23 Starboard



**About Frame No. 245** there will be located a 4-valve manifold having 5 inch suction from the following compartments:

- Deep Tank between Frames No. 245 and No. 253 Port
- Deep Tank between Frames No. 245 and No. 253 Starboard
- No. 2 Double Bottom Tank Starboard
- No. 2 Double Bottom Tank Port

**About Frame No. 237** there will be located a 4-valve manifold having 5 inch suction connections from the following compartments:

- Wing Tank No. 24 Port
- Wing Tank No. 24 Starboard
- Deep Tank between Frames No. 236 and No. 245 Starboard
- Deep Tank between Frames No. 236 and No. 245 Port

**About Frame No. 230** there will be located a 4-valve manifold having 5 inch suction connections from the following compartments:

- Wing Deep Tank between Frames No. 224 and No. 236 Port
- Wing Deep Tank between Frames No. 224 and No. 236 Starboard
- Centre Deep Tank between Frames No. 224 and No. 236 Starboard
- Centre Deep Tank between Frames No. 224 and No. 236 Port

**About Frame No. 227** there will be located a 2-valve manifold having 5 inch suction connections from the following compartments:

- Double Bottom Tank No. 3 Port
- Double Bottom Tank No. 3 Starboard

The suction lines from manifolds to tanks are to be carried through the sides or bottom of pipe tunnel and from there through deep or double bottom tanks to the several compartments for which they are intended.

#### Connections for tanks between Frames No. 152 and No. 224

The present fore and aft drinking water line on the starboard side in No. 1 and No. 2 Boiler Rooms will be removed and its approximate location utilized for a new 8 inch fore and aft ballast main which will connect in Nos. 1 and 2 Boiler Rooms to new cast steel manifolds to center and wing double bottom tanks Nos. 4, 5 and 6. In the middle of No. 2 Boiler Room, an 8 inch branch line will be carried to port side following approximately the present drinking water lead, and will connect to an 8 inch connection from Ash Ejector Pump No. 1 located on port side between Frames No. 199 and 202.

The 8 inch fore and aft main will be carried aft to about the centre of No. 3 Boiler Room where it will terminate in connections to centre and wing double bottom tanks Nos. 7 and 8.

The present ballast suction manifolds in No. 3 Boiler Room are to be removed and replaced by new cast steel manifolds similar

to those in Nos. 1 and 2 Boiler Rooms. All tanks forward of Frame No. 152 will be used for oil fuel and all aft of Frame No. 150 for fresh water.

Wherever possible the present locations of suction lines are to be utilized, but all existing pipe is to be replaced with W. S. piping.

#### Cross Connections between Ballast Pumps

The present connections between ballast pumps forward of No. 1 Boiler Room are to be modified in accordance with Drawing No. S-231-E-130, and arrangements are to be such that it will at all times be possible to pump from any tank forward of pumps while filling any tank aft of same and vice versa.

#### Discharges from Ballast Pumps

The present discharges from Ballast Pumps in No. 1 Boiler Room and from ash ejector pump between Frames No. 199 and 202 are to remain, and in addition discharges to filling connection stations between Frames No. 214 and 218 are to be provided for each ballast pump, and for the ash ejector pump coupled to ballast system in boiler rooms. The ballast pump discharges to filling stations are to be 7 inches diameter and the ash ejector pump discharge 5 inches diameter, which will combine in an 8 inch pipe, so connected as to be able to empty into observation tank located at filling stations between Frames No. 214 and No. 218, or by-pass same to a hose connection for discharging into tanker. Discharges to both the observation tank, and to the tanker, to be controlled by means of gate valves.

Each observation tank is to be provided with an overboard discharge connection, controlled by means of a gate valve 8 inches diameter.

The discharges to observation tanks will be cross connected with 7 inch lines.

In order to be able to use these connections for the size of hose that may be available on either tanker or oil barge, the following fittings are to be provided, in addition to similar fittings for the fuel oil filling system, and are to be conveniently stowed in each compartment:

- 1 — — 8 inch Ell
- 1 — — 8 inch to 6 inch Reducing Ell

#### Observation Tank

Observation tanks are to be about 3' 6" long x 3' high x 2' 6" wide, and are to be provided with two (2) hinged glass lights, about

7 inches diameter, and, in addition, with one (1) hinged manhole cover 12' x 18'.

#### Location of Suctions

Ballast suctions to be taken from the after end of tanks in all cases.

#### Drainage of Deep Tanks forward of Bulkhead No. 270

At the after end of deep tanks forward of Bulkhead No. 270, provision is to be made so that oil between double bottom tank margin and shell of vessel will drain to centre of deep tank.

#### Connections for Tanks aft of Frame No. 150

As stated before, all tanks aft of Frame No. 150 are to be used for the carriage of fresh water. The existing tanks are already provided with connections to the ballast system, and these connections together with the ballast pumps for same are to be modified as shown on Drawings S-231-E-131 and 132. It is intended that the ballast system for these latter tanks be kept entirely independent of fresh water or bilge systems for all compartments aft of Frame No. 151, and of the ballast system forward of Frame No. 151.

#### Materials

Where any changes are made to the ballast system aft of Frame No. 151, the materials are to be similar to those now in use; i. e., copper pipe with brass or forged steel flanges and cast iron fittings should be used.

#### Tank Stripping Connections to Ballast Pumps

Special arrangements for stripping the five (5) deep tanks, between Frames No. 224 and No. 245, by means of the ballast pumps, are to be provided as follows:

A 3 inch by-pass connection is to be fitted between each pump and the manifold controlling the ballast line forward, so that, when using the ballast pump, as a stripping pump for these tanks, it will not be possible to draw through a larger connection.

The ballast suction in each of these latter tanks is to be provided with a large deflector plate, so as to prevent violent disturbance of contents of tanks.

#### Connections during Reconditioning

During the reconstruction of the ballast system, care is to be taken that at all times it will be possible to transfer ballast sufficiently to insure proper trim and safety of the vessel. The order in which it is proposed to carry out the work on this system is to be approved by the Agents, before proceeding with the work.

## SECTION 9

### TANK STRIPPING SYSTEM

#### Tank Stripping System

The removal of water from all fuel oil storage and settling tanks will be accomplished by means of the ballast pumps, which will draw from the bottom of each storage tank and discharge overboard, as described under ballast system.

The removal of water and sediment from the service tanks in way of Nos. 1, 2, 3 and 4 Boiler Rooms will be accomplished by means of the tank stripping system as hereinafter specified.

#### Pumps

In both Nos. 1 and 3 Boiler Rooms in existing pump rooms on port side, there will be provided one 5¼" x 5" x 5" vertical duplex pump of approved pattern, which pumps will be connected to draw from the bottoms of all service tanks in Boiler Rooms Nos. 1, 2, 3 and 4, and discharge into centre settling tank between Frames No. 224 and No. 236, and connections will be provided to strip this latter tank through ballast system. In addition, stripping pumps will discharge overboard, either direct or through observation tank located in filling compartment.

The arrangement of system to be as shown on Drawing No. S-231-E-146.

The stripping pump suctions from service tanks are to be provided with bell-mouths.

1½ inch Suctions from gutterways around service tanks and aft of Bulkhead No. 224 are to be provided to stripping system.

## SECTION 10

### BILGE SYSTEM

#### Description

The present bilge system is to be changed so as to provide a system for pumping from all the compartments at present fitted with bilge suctions and in addition from those compartments between stem and Frame No. 224, which at present drain to bilges in either the forward refrigerating engine room No. 1 and No. 2 Holds, pipe tunnel or No. 1 Boiler Room, and which, owing to the installation of fuel oil tanks, will have to be provided with adequate means for draining.

The arrangement will be in accordance with Drawings Nos. S-231-E-133, 134 and 135, and as hereinafter described.

All bilge piping for compartments forward of Frame No. 126 is to be of W. S. as specified under "Materials" and while it is the purpose to use where possible the locations of present suction from compartments, pipe now existing in the above compartments must be replaced by W. S. piping.

#### Pumps

The present bilge pumps located in Nos. 1 and 3 Boiler Rooms and after Engine Rooms, and the present Ash Ejector Pumps in Nos. 2 and 4 Boiler Rooms, which are at present connected to the bilge system are to be retained.

In addition, there are to be installed two new bilge pumps 10'x12' x12' vertical duplex, in the forward engine room near Bulkhead No. 126, which will be direct connected to Bilge Mains.

#### Connections for Compartments Forward of Frame No. 224

For draining all compartments forward of Boiler Rooms, there will be a fore and aft main carried forward through pipe tunnel and terminating at its forward end in a manifold having suction from the following compartments:

1—6 inch Suction from drain tank for scuppers from "K" and "L" Decks between Bulkheads No. 270 and No. 293

1—4 inch Suction from Chain Locker

1—3 inch Suction from listening room

1—5 inch Suction from drain tank for scuppers from "J" Deck between Bulkheads No. 270 and No. 293

Between Frames No. 250 and No. 251, there will be located a 5 inch stop check valve connected to drain tank on port side of pipe tunnel between Frames No. 250 and No. 252.

This drain tank will take drainage from "J" Deck between Bulkheads No. 245 and No. 270.

Between Frames No. 248 and No. 249, there will be located a 6 inch stop check valve connected to drain tank on port side of pipe tunnel between Frames No. 248 and No. 250. This drain tank will take drainage from "K" Deck between Bulkheads No. 245 and No. 270.

At the after end of pipe tunnel in No. 1 Boiler Room on port side, there is to be provided a manifold having the following connections:

1—5 inch suction from Pipe Tunnel Bilge Well between Frames No. 226 and No. 227

1—6 inch suction from No. 1 Boiler Room forward Bilge Well

1—6 inch suction from drain tank for scuppers from "J" Deck between Bulkheads No. 224 and No. 245

From the forward manifold to manifold in No. 1 Boiler Room, the fore and aft main to be 6 inches in diameter.

Manifold in No. 1 Boiler Room will be connected to Bilge Pump on port side of No. 1 Boiler Room by 8 inch suction line.

Between Pump and manifold, a plate strainer of ample capacity is to be provided.

#### Drain Tanks

The drain tanks previously referred to are to be provided in order to form reservoirs for the collection of drainage from compartments above oil tanks forward of Frame No. 224, and are to conform to the following:

#### Drain tank between Frames No. 268 and No. 270 for drainage from "K" and "L" Decks

Will be about 6'—0" high, 6'—0" long and about 2'—9" wide, and will take drainage from "K" and "L" Decks between Frames No. 270 and No. 293. The present inner bottom, tunnel side and Bulkhead No. 270 will constitute three of the sides of tank which is to be made oil tight.

4 inch drain pipes from both sides and one 6 inch drain pipe from centre of "L" Deck forward of Frame No. 270 are to be carried through deep tank forward of Frame No. 270 and discharge into drain tank.

One 6 inch suction to bilge main as previously described to be fitted to drain tank.

One 1½ inch vent pipe from drain tank to be led up forward pipe trunk to a point well above "G" Deck. Manhole to be provided in side of pipe tunnel for access to tank for cleaning.

#### Drain tank between Frames No. 268 and No. 270 for drainage from "J" Deck

Above the former drain tank there will be constructed another tank 4'—0" high, 6'—0" long, and about 2'—9" wide, to take drainage from "J" Deck between Bulkheads No. 270 and No. 293.

4 inch drain pipes from both sides of "J" Deck forward of Frame No. 270 are to be carried through cargo spaces and deep tank forward of Frame No. 270 and discharge into drain tank.

One 5 inch suction to bilge main as previously described to be fitted to drain tank.

One 1½ inch vent pipe from drain tank to be led up forward pipe trunk to a point well above "G" Deck. Manhole to be provided in side of pipe tunnel for access to tank for cleaning.

#### Drain tank between Frames No. 250 and No. 252

Will be about 6'-0" long, 4'-0" high and about 3'-0" wide, and will take drainage from "J" Deck between Frames No. 245 and No. 270. The present inner bottom and pipe tunnel side to constitute two sides of tank which is to be made oil tight.

4 inch drain pipes from both sides of "J" Deck forward of Frame No. 245 are to be carried through hold and deep tanks forward of Frame No. 245 and discharge into drain tank.

One 5 inch suction to bilge main as previously described to be fitted to drain tank.

One 1½ inch vent pipe to be led from drain tank through pipe tunnel into pipe trunk to a point well above "G" Deck.

Manhole to be provided in side of pipe tunnel for access to tank for cleaning.

#### **Drain tank between Frames No. 248 and No. 250**

Will be about 4'-0" high, 3'-0" wide and 6'-0" long, and will take drainage from "K" Deck between Frames No. 245 and No. 270. The present inner bottom and pipe tunnel side to constitute two sides of tank, this to be made oil tight.

4 inch drain pipes from both sides and one 6 inch drain pipe from centre of "K" Deck forward of Frame No. 245 are to be carried through deep tanks forward of Frame No. 245 and discharged into drain tank. One 6 inch suction to bilge main, as previously described, to be fitted to drain tank.

#### **Drain Tank in Service Supply Pump Room on Port Side**

Will be cylindrical, about 3'-6" diameter by 7'-6" long.

The following connections to tank are to be provided:

4 inch drains from both sides and one 6 inch drain pipe from centre of "J" Deck forward of Bulkhead No. 224;

6 inch suction connection for manifold on Port Side of No. 1 Boiler Room;

One 1½ inch vent pipe led up to above "G" Deck in ventilating duct;

One manhole for access for cleaning.

#### **Bilge Suction Valves**

All valves controlling bilge suction lines are to be of the non-return type.

#### **Bilge System in Boiler Rooms**

The present main bilge system between Frames No. 126 and No. 219 will be modified as follows:

All lines forward of Frame No. 126 to be replaced by W. S. pipe. Present connections from forward ballast pumps to bilge system are to be eliminated.

The arrangements of bilge suctions in boiler rooms between Frames No. 126 and No. 219 will remain substantially the same as at present, except that additional suctions will be provided for draining wing pockets formed by the introduction of new service tanks and pump rooms, and, also for drainage of cofferdam between Frames No. 150 and 152.

#### **Bilge System in Engine Rooms**

The present arrangements of bilge suctions aft of Frame No. 126 are to be modified as shown on Drawing S-231-E-135, and all existing copper pipe is to be replaced by W. S. piping, galvanized.

The present lead piping, where in good condition, may remain.

The bilge system is to be kept entirely independent of fresh water and ballast systems.

The present bilge pumps on the after side of Bulkhead No. 102 are to be lowered approximately 6 feet.

2 inch Suctions and 2 inch vents are to be provided from tanks surrounding stern tubes for wing shafts to clear same of any leakage.

In the forward engine room between Frames No. 102 and No. 126, there are to be provided two (2) new bilge pumps of the same type and size as new fuel oil transfer pumps.

All bilge connections and drains from decks where not already so provided are to have strainers of approved pattern fitted in order to prevent the choking up of bilge or drain piping.

Emergency bilge suctions are to be fitted in forward engine room to ballast pumps and in after engine rooms to auxiliary circulating pumps.

#### **Drainage from Top of Fore Peak Tank**

A motor driven rotary pump, having 2 inch suction connections from the top of "K" Deck above fore peak on either side of chain locker, is to be provided for draining the space forward of collision bulkhead above top of fore peak tank.

Pump to be arranged to discharge overboard above "J" Deck, through a non-return stop valve.

#### **Connections during Reconditioning**

The reconstruction of the bilge systems throughout the vessel is to be carried out in such a manner, that it will be at all times possible to clear all compartments of water. Where the removal of bilge piping has made it impossible to operate the bilge pumps from any compartments, portable power pumps are to be provided by the contractor. The order of procedure of the work on this system is to be approved by the Agents before work is commenced.

#### **Injectors for cleaning Fire Rooms**



Each boiler room is to be fitted with two (2) 1 inch injectors with sea suction, and hose connections for cleaning tank tops with salt water. Suitable lengths of flexible metallic hose are to be provided for each injector so that any part of boiler room can be conveniently reached.

## SECTION 11

### FOAMITE FIRE EXTINGUISHING SYSTEM

A complete system of "FOAMITE" fire extinguishing apparatus, as described hereinafter, is to be provided for all boiler rooms.

#### General Description

The apparatus in general will consist of two steel solution tanks, one steel mixing tank, one motor and one steam turbine driven "Foamite Pump" which will draw solution from tanks and discharge same through piping system to mixing chambers located on tank tops in boiler rooms and to hose connections where specified hereinafter.

#### Solution Tanks

There will be two solution tanks about 5'-6" diameter by 17'-0" long located on "H" Deck between Frames No. 151 and No. 161.

These tanks are to be provided with all the necessary connections for filling and discharging, relief valves, etc., and are to be securely supported on steel foundations.

#### Mixing Tank

One steel mixing tank 4'-0" diameter by 3'-0" deep is to be located on "H" Deck between Frames No. 151 and No. 161 securely fastened to deck and provided with all the necessary connections for emptying and filling.

A  $\frac{3}{4}$  inch steam line,  $\frac{3}{4}$  inch air line and  $1\frac{1}{2}$  inch fresh water line and drain to bilges are to be provided for mixing tank.

#### Foamite Pumps

One motor and one steam turbine driven "Foamite" pump, complete with foundations, are to be provided on "H" Deck in the space between Bulkheads No. 151 and No. 161, arranged to draw from the solution tanks and discharge into the fire extinguishing system.

Full details of pumps, motor and turbine are to be submitted for approval before work is commenced.

#### Fire Extinguishing System

The "Foamite" pumps are to discharge the solution from the tanks through two (2) mains run side by side in the space under "G"

Deck, between Bulkheads No. 133 and No. 215, and down headers are to be provided into each of the boiler rooms.

Underneath the boiler room floors, branch lines from both headers are to be led to the various mixing chambers, on tank top, which will be distributed approximately as indicated on diagrammatic plan No. S-231-E-137. In addition, there are to be provided hose connections from Fire Foam system to each of the fuel oil filling stations on "G" Deck, and to the Service, Service Supply and Transfer Pump Rooms.

#### Control System

The motor driven "Foamite" pump is to have its electric connection direct from emergency switch board. Steam to the turbine driven "Foamite" pump is to be taken from both the port and starboard auxiliary steam lines in No. 4 Fire Room, so that steam will be at all times available. Control valves of the quick closing type are to be provided to each of the down headers to boiler rooms, and to the steam controlling turbine driven "Foamite" pump. Emergency means of operating the control valve for each boiler room are to be provided in each adjacent boiler room, so that, in case of fire, it will be possible to operate "Foamite" system from adjacent compartment, as well as fire room affected.

The steam control valve to turbine driven "Foamite" pump and the switch operating the motor driven "Foamite" pump are to be so connected to the controls for down headers, that the opening of any one of the down headers will automatically start up both pumps.

In addition, provision is to be made for operating the control valves from the working alleyway on "G" Deck.

#### Nameplates, etc.

All valves in system are to be provided with brass or enamel nameplates, and neatly lettered brass plates bearing complete instructions for the operation of system are to be provided at all control valves and stations.

#### Hose, Racks, etc.

Near all filling stations and in fuel oil pump rooms, there are to be provided hose racks together with the necessary hose, nozzles, wrenches, etc., to enable any fire to be reached, which cannot be controlled from the permanent mixing chambers.

In addition, each filling station will be provided with a mixing chamber controlled by valve, located outside of station.

#### Workmanship

The workmanship throughout is to be of the best quality and to

the satisfaction of duly authorized representatives of the Construction Department of the Agents.

#### **Materials**

To be in accordance with PART II, Section No. 19.

#### **Supervision**

In addition to the regular inspection by the representatives of the Construction Department of the Agents, the Fire Foamite Company is to supply engineering supervision during the entire installation period.

#### **U. S. Inspection**

The entire installation is to be carried out to the approval of the U. S. Steamboat Inspection Service.

#### **Completion of System**

Fire Foamite System is to be completed before any tanks are filled with oil.

### **SECTION 12**

#### **SOUNDING, TANK GAUGING AND SIGNALLING APPARATUS**

##### **Sounding Pipes**

Each of the existing tanks intended for the carriage of fuel oil is to be provided with a 2½ inch sounding pipe using the present location of sounding pipes wherever possible.

New deep and Service Tanks for the carriage of fuel oil are to be provided with 2½ inch sounding pipes near after end of tank. All sounding pipes are to be provided with striking plates at their lower ends.

The top of all sounding pipes aft of Frame No. 245 to extend to an accessible position on "H" Deck, and those forward of Frame No. 245 will extend up to "E" Deck.

Sounding pipes aft of Frame No. 245 will be fitted with an automatic shut-off cock and screw down cap on top. Those forward of Frame No. 245 will be fitted with a screw down cap.

A brass funnel connection to screw into top of sounding pipes to be provided to prevent oil being spilled on the deck when soundings are being taken.

##### **Tank Gauging System**

In addition to sounding pipes, Pneumercators or other approved means for determining the height of oil in service and storage tanks will be fitted and arranged to be read at the filling connection on each tank, where possible.

##### **Speaking Tubes**

Watertight speaking tubes, at fire room floor level and at "H" Deck level, will be provided through watertight bulkheads, in way of boiler rooms.

These tubes to be automatically closed when not in use.

#### **ELECTRIC SIGNAL SYSTEMS**

##### **Tank Filling System**

Each fuel oil tank shall be equipped with a signalling system which will indicate, both visibly and audibly, when the tank is 97% full.

The audible signal shall consist of a watertight bell placed at or near each valve or valves, which control the filling of the tank. In cases where the distance between the valves for filling the same tank is very short, it will only be necessary to install one bell, provided it can be distinctly heard at each valve. A watertight locked switch shall be provided so that the bell can be cut out, when it is so desired.

The visible signal shall consist of a watertight red light, with a distinguishable marking, located directly over the valve or valves, which control the filling of the tank.

##### **Tank Overflow System**

Each overflow discharge into the overflow tanks between Frames No. 224 and No. 245 and No. 7 Wing Double Bottom Tank, is to be equipped with an automatic signalling system, that will give an audible indication when oil is flowing into the above mentioned tanks, through any of the four above overflow discharge lines. The audible signal is to consist of a watertight bell located at each of the eight (8) filling stations on "G" Deck, and in each transfer and service supply pump room forward of No. 1 Boiler Room.

##### **Emergency Alarm System**

A watertight push button is to be installed at each group of filling valves, and in each transfer and service supply pump room, that will ring the tank overflow bells at the eight filling stations and at the transfer and service supply pump rooms. This will require approximately twenty-six (26) push buttons.

##### **Telephones**

Ship service telephones are to be installed to all service, transfer and service supply pump rooms, and filling stations; but same will be part of the electrical contract, and are specified under TITLE VI Electrical Installation.

**General Requirements for all Electrical Systems**

Approved brass or enamel instruction and name plates are to be installed at all lights, push buttons and bells.

All lights, push buttons, bells and automatic devices are to be approved by the Agents.

All wiring to be installed on the two wire system.

All wire to be Navy Standard lead and armored cable.

All wire to be stranded.

In general, wiring is to be grouped as much as possible, and run against the steel structure, being secured by metal clips or hangers.

All cables must be carefully "laid" with no short or sharp bends, and securely fastened to the deck with hangers or clips spaced not more than 14 inches from centre to centre. These hangers are to be secured by not less than two screws or bolts. In all cases where securing screws extend through the deck, they are to be upset on the upper side of the deck. Where cables pass through beams, decks, bulkheads or any part of the metal structure not requiring a stuffing tube, the hole through which they pass must be bushed with lead or other material, that will not permit chafing or corrosion to take place.

Where wire passes through watertight bulkheads, Navy standard stuffing tubes are to be used.

Where wire passes through deck, a conduit protection pipe is to be installed. This pipe, together with pipe coupling, shall extend above the deck at least 18 inches, the upper end of the pipe to be fitted with a Navy standard conduit terminal tube. A canvas washer, metal washer and lock nut are to be placed on the protection pipe on each side of the deck, the lower end of the pipe to have a T & B bushing. The deck, both top and bottom, is to be freed of rough edges, and the pipe is to have at least one double screw pipe strap.

All conduit is to have all burrs and rough edges removed. In the event that wire is pulled in a conduit that has not been freed of rough edges, the Agent's representative will have the authority to order the wire pulled out, the sharp edges removed and the wire condemned, if same has been damaged.

All canvas washers are to be saturated with linseed oil and then thoroughly covered with red lead putty.

All stuffing and terminal tubes are to be packed with square flax packing, in accordance with Navy standard practice, and then filled with red lead putty.

All wiring exposed to severe mechanical injury shall be protected by sheet metal guards, which are permanently secured to deck or bulkhead.

Where connections are made in sockets, receptacles, push-buttons, etc., without lugs, the stranded wire ends are to be soldered.

Conductors must not be spliced. Splices and taps shall be made by means of approved connection blocks, enclosed in approved fittings.

Where lead and armored cable enters a box or other appliance, the armor shall terminate  $\frac{1}{2}$  inch back of lead, and the lead shall be clean cut and terminate  $\frac{3}{8}$  inch back of rubber, after which armor, lead and rubber shall be covered with friction tape, which shall be given a coat of insulating varnish.

The complete installation shall have a resistance between conductors, and between conductors and ground, of not less than two megohms. The test must be made with all cutouts and safety devices in place. If lamp sockets, receptacles and the like are connected, only one-half of the above resistance is required.

All junction and connection boxes are to be painted on the inside with at least one coat of insulating paint, and have all sharp edges removed.

All holes for electric work are to be drilled.

Holes may be cut in beams above the middle line in sizes up to a diameter equal to  $\frac{1}{4}$  the depth of the beam, provided not more than one horizontal row be cut in one beam. The metal between holes shall not be less than  $\frac{1}{2}$  inch and the reduction in web area in a horizontal section shall not exceed 40% of any one foot of length. Holes are to be laid out in a systematic manner.

All strap hangers are to be Navy Standard.

No cast iron junction boxes are to be used.

These systems shall operate on 110 volts direct current.

Spare parts shall be furnished in accordance with Part I, Section 3, Paragraph No. 14.

Plans shall be furnished in accordance with Part I, Section 3, Paragraph No. 7.

### SECTION 13 STEAM AND EXHAUST PIPING

The existing arrangement of auxiliary steam and exhaust lines in the boiler rooms will be retained except as noted hereafter. Connections will be provided on these lines for steam and exhaust to all new pump rooms, also steam connections for supplying tank heating coils, steaming out connections, connections for barge steam, donkey boiler, etc.

The steam and exhaust lines to forward deck machinery which at present are carried through forward pipe tunnel and up pipe trunk between Frames Nos. 268 and 270 to "E" Deck are to be removed and rearranged in accordance with Drawing No. S-231-E-147, and as hereinafter described.

The steam and exhaust lines to forward deck machinery are to be carried through the new pipe tunnel, which will be provided between bulkheads Nos. 224 and 245 under "J" Deck, and will be led upward from this tunnel to "E" Deck through a new pipe trunk to be constructed on the forward side of bulkhead No. 245.

Above "E" Deck, the steam and exhaust lines are to be connected to the present steam and exhaust system for the forward deck machinery, and the existing steam and exhaust piping on "E" Deck for this machinery is to be modified, so that under the new conditions the supply to and exhaust from deck machinery will be at least equally efficient to the present arrangement.

It is considered that the present arrangement of the steam to and exhaust from forward deck machinery below "E" Deck is inefficient, providing, as it does, an immense trap for the accumulation of condensed steam and it is for the purpose of eliminating this trap and making the system self-draining, as far as possible, that the above change will be carried out and in the rearrangement no bends, which will form possible traps for the collection of drainage, will be permitted.

Steam and exhaust piping in the machinery spaces, other than boiler rooms, will remain as installed with the exception of the changes necessitated by the installation of new or the removal of existing auxiliaries, as described under the various systems.

#### **Drainage of Condensed Steam from Boiler Rooms, etc.**

Drains from all observation tanks are to be connected to the present drain system in boiler rooms, which handles the condensed steam from escape pipes, etc.

Aft of Bulkhead No. 126, this drain system will be changed so as to discharge into a new surface condenser to be located aft of Bulkhead No. 126 on the port side, and described below.

In order to handle the drains from steam traps, and from steam heating system, a separate drain line running approximately parallel to the above is to be installed through Boiler and Engine Rooms, so arranged as to be able to discharge to either of the auxiliary condensers, or hot wells, and in addition to the drainage condenser described below.

Suitable cut-out valves are to be fitted to control the branch lines to and discharges from main line and also one at each trap, all as shown on Drawing No. S-231-E-171.

#### **Drainage Condenser**

Surface condenser to be of the cylindrical type with cast iron shell, cast iron heads and Admiralty Metal tubes and tube plates, made in sections suitable for convenient installation.

Cooling surface of condenser to be about 1500 square feet.

Condenser to be fitted with relief valve discharging to bilge.

#### **Circulating Pump**

A circulating pump of approved centrifugal type driven by reciprocating engine, and having a capacity of about 1200 G.P.M. when running not more than 225 R.P.M., is to be installed, taking suction from and discharge to new sea chests. In addition, ballast pump is to be arranged for circulating through condenser, in emergency.

#### **Hotwell Tank**

A combined hotwell and filter tank, float controlled, is to be installed below condenser to take drainage from same.

#### **Hotwell Pumps**

Two hotwell pumps of the vertical duplex type, 5¼"x5"x5", are to be provided for handling the condensate. Hotwell pumps to discharge into main hotwell tank.

### **SECTION 14**

## **CHANGES TO MAIN BOILERS**

#### **Cleaning**

The exterior and interior of boiler casings and exterior of drums and down-comers will be thoroughly chipped, scaled, scraped, wire brushed and painted, and repairs in accordance with the list at the conclusion of this section are to be carried out.

#### **Furnace Fittings**

The present furnace fronts, doors, grate bars, bearing bars, bridge walls, air dampers and all other coal-burning appliances are to be carefully removed from the boilers, properly marked and delivered to Agents on pier or barge for future use, all as directed by the Agents.

#### **Casings**

The present insulation of casings is to be removed, and after casings have been cleaned, scaled and painted, is to be replaced by 2 inch—85% magnesia held in place with wire netting and covered with ½ inch hard finish, except on sides in alleyways where present



retaining covers may be replaced after being put in first class condition.

Special care is to be exercised to make the casing joints air tight.

The lower section of present casing front is to be carefully removed, properly painted, clearly marked and delivered to Agents on pier or barge as directed by the Agents, and new fronts suitable for the particular type of oil burners and air registers specified, are to be fitted.

### Drums

The insulation of upper and lower drums is to be replaced by 2 inch—85% magnesia held in place with wire netting, and covered with  $\frac{1}{2}$  inch hard finish, except in way of longitudinal riveted joints in lower drums, where removable sections are to be provided for ready access to joints.

### Furnaces

After the furnace fittings for coal burning have been removed, a new false bottom, about 10 $\frac{1}{2}$  inches above bottom of present ash pans, is to be provided by fitting 5/16 inch flanged plate pans bolted together as shown on Drawing No. S-231-E-100A, care being taken to provide ample air passages from air ducts on back of boiler.

### Brickwork

The bottom of furnace is to be insulated as follows:

- One layer of 2 inch Non-Pareil H.P. Block
- Two layers of  $\frac{1}{4}$  inch Asbestos Millboard
- One layer of 2 inch calcined Sil-O-cel
- Two layers of split ordinary fire brick laid flat.

The front and sides of furnaces are to be insulated as follows:

- Two layers of  $\frac{1}{4}$  inch Asbestos Millboard
- One layer of 9 inch ordinary fire brick laid lengthwise.

The back of furnace is to be insulated as follows:

- Two layers of  $\frac{1}{4}$  inch Asbestos Millboard
- One layer of 2 inch Non-Pareil H.P. Block
- One layer of 9 inch ordinary fire brick laid lengthwise.

The brickwork of back, front and sides of furnace is to be securely anchored by means of anchor bolts as indicated on Drawing No. S-231-E-100 A, but in no case should bolts be spaced more than 18 inches vertically or horizontally in the same rows.

The brickwork is to be performed by experienced workmen, and in building same provision is to be made at ends of walls and bottoms for an expansion gap 1 inch wide, which will permit walls to expand individually without cracking.

The brickwork should be laid with close joints, and a thin cement of fire clay and water or other approved bonding material should be used between bricks. After completion, brickwork is to be given a wash with approved high temperature cement.

### Access to Furnaces

Provision for easy access to furnace interior is to be provided in boiler front.

All necessary sight holes for the examination of fire are to be provided.

### Pneumatic Soot Blowers

The present pneumatic soot blowers are to be thoroughly overhauled and put in good working condition.

### Dampers

The present uptake dampers will be securely locked in open position and means are to be provided for indicating their position which will be visible from firing platform.

### Heater Boxes

The heater tube boxes are to be thoroughly cleaned, overhauled and put in first class condition. The ducts supplying air to these boxes are to be removed, but ducts leading from heater boxes to back and front of boilers are to be used for conducting air to furnace fronts.

Heater boxes are to be covered with 2 inch—85% magnesia, held in place with wire netting and covered with  $\frac{1}{2}$  inch hard finish.

### Draft Gauges, etc.

Connections for hand draft gauges are to be provided on each boiler at furnace front and where uptake joins boiler.

Connections to be provided in uptake from each boiler for thermometer for taking stack temperatures.

In addition, a recording Pyrometer will be fitted on the uptake from each boiler room.

### Certain Boilers to be under Steam

The progress of the work will be such that certain boilers as directed by the Agents will remain under steam, coal fuel, until a change to oil firing with other boilers can be made, the intent being to have necessary steam on ship at all times, first under coal then under oil.

### U. S. Steamboat Inspection Tests

The Agents will fit the boilers with all appliances as required by the laws and rules of the U. S. Steamboat Inspection Service, and test same to the satisfaction of the said Inspectors.

This is not to be construed as relieving the contractor from the requirements that he shall obtain certificate on completed oil fuel system installed.

### REPAIRS TO BOILERS

#### No. 1 Fireroom—No. 2 Boiler

The 10 inner combustion doors to be relined with sheet asbestos. 122 dogs to have threads run down and eased off and 6 broken ones to be replaced. 28 hinges to be freed up and 18 brass pins installed. The metal lagging on 5 side doors to be straightened out and made tight.

#### No. 1 Fireroom—No. 4 Boiler

The 10 inner doors to be relined with sheet asbestos. 118 dogs to have threads run down and be eased off, the 4 broken ones to be replaced. 6 of the metal liner plates to be straightened out, 3 doors to be removed and straightened; 20 hinges to be freed up and have 16 brass pins installed as required. The top baffle plates to be readjusted and fitted to hook and eye.

#### No. 1 Fireroom—No. 5 Boiler

The 10 inner combustion doors to be relined with sheet asbestos. 122 dogs to have threads run down and eased off, 18 hinges to be freed up and 2 broken ones replaced. 10 metal liners on side doors to be straightened out. Top baffle plates to be readjusted and 24 pins installed.

#### No. 1 Fireroom—No. 6 Boiler

The 10 inner doors to be relined with sheet asbestos. 122 dogs to have threads run down and eased up, 44 hinges to be freed up 2 new ones to replace broken ones, 18 brass pins installed. 12 metal liner plates to be straightened. Lower half of No. 2 side door to be renewed. Baffles to be readjusted.

#### No. 1 Fireroom—No. 7 Boiler

The 10 inner fore and aft doors to be relined with sheet asbestos. 82 dogs to have threads run down and eased up. Broken dogs (3) to be replaced, 44 hinges to be freed up and 26 brass pins installed. 12 metal liner plates to be straightened. Baffle plates to be fitted up with hook and ring.

#### No. 1 Fireroom—No. 8 Boiler

The 10 inner fore and aft doors to be relined with sheet asbestos. 120 dogs to have threads run down and eased off. 43 hinges to be eased off and have 28 brass pins installed. 1 broken hinge to be renewed. 12 metal door liners to be straightened. Baffles to be readjusted.

#### No. 1 Fireroom—No. 9 Boiler

The 10 inner fore and aft doors to be relined with sheet asbestos. 82 dogs to have threads run down and eased off. 43 hinges to be freed up and 16 brass pins installed where necessary. 12 door liners to be straightened. Baffles to be readjusted.

#### No. 1 Fireroom—No. 11 Boiler

The 10 inner doors to be relined with sheet asbestos. 120 dogs to have threads run down and eased off, 46 hinges to be freed up and 23 brass pins installed, 2 angle irons to be straightened. 12 metal door liners to be straightened and made tight. Baffles to be adjusted.

#### No. 1 Fireroom—No. 12 Boiler

The 10 inner doors to be relined with sheet asbestos. 82 dogs to have threads run down and eased off. 43 hinges to be freed up and 1 broken one to be renewed. 12 door liners to be straightened and made tight. Baffle plates to be readjusted. 20 brass pins to be installed.

#### No. 2 Fireroom—No. 1 Boiler

The 10 inner combustion doors to be relined with sheet asbestos. 96 dogs to be run down and eased up. 18 hinges to be freed up and 8 brass pins installed. 3 broken hinges to be renewed. 12 side door liner plates to be straightened and made air tight. Baffle to be adjusted.

#### No. 2 Fireroom—No. 2 Boiler

The 10 inner combustion doors to be relined with sheet asbestos. 100 dogs to have threads run down and eased up. 30 hinges to be freed up and have 12 brass pins installed. The 12 metal side door liner plates to be straightened and made air tight.

#### No. 2 Fireroom—No. 3 Boiler

The 10 inner combustion doors to be relined with sheet asbestos. 86 dogs to have threads run down and eased up. 12 hinges to be freed up, and have 30 brass pins installed. 1 front and 2 side door hinges to be renewed. 12 metal side door liner plates to be straightened and made air tight.

#### No. 2 Fireroom—No. 4 Boiler

The 10 inner combustion doors to be relined with sheet asbestos. 82 dogs to have threads run down and eased off. 14 hinges to be freed up and 20 brass pins installed, 12 metal side door liner plates to be straightened and made air tight. 3 side doors to be removed and straightened.

#### No. 2 Fireroom—No. 5 Boiler

The 10 inner combustion doors to be relined with sheet as-

bestos. 100 dogs to have threads run down and eased off. 26 hinges to be freed up and have 16 brass pins installed. 12 side door liner plates to be straightened. 4 side doors to be removed and straightened and made air tight.

**No. 2 Fireroom—No. 6 Boiler**

The 10 inner combustion doors to be relined with sheet asbestos. 80 dogs to have threads run down and eased up. 16 hinges to be freed up and have 12 brass pins installed. 12 metal side door liners to be straightened and made air tight.

**No. 2 Fireroom—No. 7 Boiler**

The 10 inner combustion doors to be relined with sheet asbestos. 86 dogs to have threads run down and eased up. 16 hinges to be freed up and have 12 brass pins installed. 2 side doors and 10 metal liner plates to be straightened and made air tight.

**No. 2 Fireroom—No. 8 Boiler**

The 10 inner combustion doors to be relined with sheet asbestos. 110 dogs to have threads run down and eased up. 26 hinges to be freed up and have 10 brass pins installed. 12 metal side door liner plates to be straightened and made air tight.

**No. 2 Fireroom—No. 9 Boiler**

The 10 inner combustion doors to be relined with sheet asbestos. 90 dogs to have threads run down and eased up. 14 hinges to be freed up and have 12 brass pins installed. 4 side doors and 10 metal liner plates to be straightened and made air tight.

**No. 2 Fireroom—No. 10 Boiler**

The 10 inner combustion doors to be relined with sheet asbestos. 86 dogs to be run down and eased up. 14 hinges to be freed up and have 16 brass pins installed. 4 doors and 12 liner plates to be straightened and made air tight.

**No. 2 Fireroom—No. 11 Boiler**

The 10 inner combustion doors to be relined with sheet asbestos. 100 dogs to have threads run down and eased up. 26 hinges to be freed up and have 16 brass pins installed. 2 doors and 12 liner plates on side doors to be straightened and made air tight.

**No. 2 Fireroom—No. 12 Boiler**

The 10 inner combustion doors to be relined with sheet asbestos. 86 dogs to have threads run down and eased off. 20 hinges to be freed up and have 16 brass pins installed. 3 side doors and 12 liner plates to be straightened and made air tight.

**No. 3 Fireroom—No. 1 Boiler**

The 10 inner doors to be relined with sheet asbestos. 60 dogs to

have threads run down and eased off. 20 hinges to be freed up and 16 brass pins installed. 12 metal liners to be straightened and made air tight.

**No. 3 Fireroom—No. 2 Boiler**

The 10 inner doors to be relined with sheet asbestos. 130 dogs to have threads run down and eased off. 20 hinges to be freed up and 12 brass pins installed. 12 metal door liners to be straightened and made air tight.

**No. 3 Fireroom—No. 3 Boiler**

The 10 inner doors to be relined with sheet asbestos. 122 dogs to have threads run down and eased off. 22 hinges to be freed up and have 20 brass pins installed. 10 metal liner plates on side to be straightened and made air tight.

**No. 3 Fireroom—No. 4 Boiler**

The 10 inner doors to be relined with sheet asbestos. 122 dogs to be run down and eased off. 24 hinges to be freed up and have 8 brass pins installed. 12 side door liners to be straightened.

**No. 3 Fireroom—No. 5 Boiler**

The 10 inner doors to be relined with sheet asbestos. 122 dogs to have threads run down and eased off. 24 hinges to be freed up and have 16 brass pins installed in place of iron ones. 12 metal liner plates on side doors to be straightened and made air tight.

**No. 3 Fireroom—No. 6 Boiler**

The 10 inner doors to be relined with sheet asbestos. 122 dogs to have threads run down and eased off. 24 hinges to be freed up and have 34 brass pins installed. 12 liner plates to be straightened out and made air tight.

**No. 3 Fireroom—No. 7 Boiler**

The 10 inner combustion doors to be relined with sheet asbestos. 120 dogs to have threads run down and eased off. 24 hinges to be freed up and have 22 brass pins installed. 12 metal side door liners to be straightened and made air tight.

**No. 3 Fireroom—No. 8 Boiler**

The 10 inner doors to be relined with sheet asbestos. 120 dogs to have threads run down and eased off. 24 hinges to be freed up and have 10 brass pins installed. 12 metal side door liners to be straightened out and made air tight.

**No. 3 Fireroom—No. 9 Boiler**

The 10 inner doors to be relined with sheet asbestos. 100 dogs to have threads run down and eased off. 24 hinges to be freed up

and have 32 brass pins installed. 12 metal side door liners to be straightened out and made air tight.

**No. 3 Fireroom—No. 10 Boiler**

The 10 inner combustion doors fore and aft to be relined with sheet asbestos. 122 dogs to have threads run down and eased off. 24 hinges to be freed up and have 14 brass pins installed. 12 metal side door liners to be straightened and made air tight.

**No. 3 Fireroom—No. 11 Boiler**

The 10 inner doors to be relined with sheet asbestos. 120 dogs to have threads run down and eased off. 24 hinges to be freed up and 8 brass pins installed. 12 metal side door liners to be straightened and made air tight.

**No. 3 Fireroom—No. 12 Boiler**

The 10 inner doors to be relined with sheet asbestos. 100 dogs to have threads run down and eased off. 28 hinges to be freed up and have 10 brass pins installed. 12 side door liners to be straightened and made air tight.

**No. 4 Fireroom—No. 1 Boiler**

The 10 inner doors to be relined with sheet asbestos. 90 dogs to have threads run down and eased up. 24 hinges to be freed up and 32 brass pins installed. 12 metal side door liner plates to be straightened and made air tight. Baffles to be readjusted.

**No. 4 Fireroom—No. 2 Boiler**

The 10 inner doors to be relined with sheet asbestos. 120 dogs to have threads run down and eased up. 24 hinges to be freed up and have 14 brass pins installed. 12 metal side door liner plates to be straightened and made air tight. Baffles to be readjusted.

**No. 4 Fireroom—No. 3 Boiler**

The 10 inner doors to be relined with sheet asbestos. 120 dogs to have threads run down and eased up. 24 hinges to be freed up and have 18 brass pins installed. 12 metal side door liner plates to be straightened and made air tight. Baffles to be readjusted.

**No. 4 Fireroom—No. 4 Boiler**

The 10 inner doors to be relined with sheet asbestos. 100 dogs to have threads run down and eased up. 24 hinges to be freed up and have 15 brass pins installed. 12 side door liner plates to be straightened and made air tight. Baffles to be readjusted.

**No. 4 Fireroom—No. 5 Boiler**

The 10 inner doors to be relined with sheet asbestos. 90 dogs to have threads run down and eased up. 24 hinges to be freed up and have 10 brass pins installed. 12 metal side door liner plates to

be straightened and made air tight. Baffle plates to be readjusted and fitted with hook and eye.

**No. 4 Fireroom—No. 6 Boiler**

The 10 inner doors to be relined with sheet asbestos. 85 dogs to be run down and eased off. 24 hinges to be freed up and have 26 brass pins installed. 12 side door liner plates to be straightened and made air tight. Baffles to be readjusted.

**No. 4 Fireroom—No. 7 Boiler**

The 10 inner combustion doors to be relined with sheet asbestos. 100 dogs to have threads run down and eased off. 24 hinges to be freed up and 16 brass pins installed. 12 side door liner plates to be straightened and made air tight. Baffle top to be adjusted.

**No. 4 Fireroom—No. 8 Boiler**

The 10 inner combustion doors to be relined with sheet asbestos. 90 dogs to have threads run down and eased up. 26 hinges to be freed up and have 10 brass pins installed. 12 metal side door liner plates to be straightened and made airtight. Baffle plates to be readjusted.

**No. 4 Fireroom—No. 9 Boiler**

The 10 inner combustion doors to be relined with sheet asbestos. 100 dogs to have threads run down and eased up. 22 hinges to be freed up and have 20 brass pins installed. 12 metal side door liner plates to be straightened and made air tight. Baffles to be readjusted.

**No. 4 Fireroom—No. 10 Boiler**

The 10 inner combustion doors to be relined with sheet asbestos. 96 dogs to have threads run down and eased up. 36 hinges to be freed up and have 30 brass pins installed. 12 metal side door liner plates to be straightened and made air tight. Baffles to be readjusted.

**No. 4 Fireroom—No. 11 Boiler**

The 10 inner combustion doors to be relined with sheet asbestos. 115 dogs to be run down and eased up. 36 hinges to be freed up and have 34 brass pins installed. 12 metal side door liner plates to be straightened and made air tight. Baffles to be readjusted.

**No. 4 Fireroom—No. 12 Boiler**

The 10 inner combustion doors to be relined with sheet asbestos. 120 dogs to have threads run down and eased up. 36 hinges to be freed up and have 34 brass pins installed. 12 metal side door liner plates to be straightened and made air tight. Baffles to be readjusted.



## SECTION 15

### DONKEY BOILER

There is to be provided in the space become available through the removal of the Howden forced draft air ducts in No. 4 Boiler Room a donkey boiler, similar to the type manufactured by the Charles Ward Co. for the launches of the U. S. Navy. The boiler to be arranged for raising steam with either coal or wood fuel. The dimensions of the boiler are to be approximately as follows

Heating surface 298 Sq. Ft.

Grate Surface 14 Sq. Ft.

Width over casing, about 55 in.

Overall height, about 80 in.

Working pressure 235 lbs.

The boiler to be built, inspected and tested in accordance with the requirements of the U. S. Steamboat Inspection Service and the American Bureau of Shipping.

The boiler is to be provided with the following mountings:

- (a) Main Stop Valve
- (b) Pop Safety Valve
- (c) Feed Check Valve
- (d) Feed Stop Valve
- (e) Bottom and Surface Blow Connections
- (f) Gauge Glass Connections
- (g) Try Cocks
- (h) Pressure Gauge

#### Ash Pans

There is to be provided with the boiler an ash pan of either cast iron or flanged steel plate.

#### Connections

**Main Steam Outlet** is to be connected to supply steam to service pumps in the after fire room direct and to the manifold controlling steam to oil heating coils in service tanks for No. 4 Boiler Room direct.

#### Feed Connections

The feed water to the boiler is to be supplied by means of one of the 1" injectors, provided for cleaning No. 4 Boiler Room, which will be fitted with a suction connection to the fresh water system, and which will be able to discharge to the boiler.

Steam for injector to be taken by separate non-return stop valve from main steam connection from donkey boiler.

#### Safety Valve

The discharge from the safety valve to be connected to discharge lines from safety valves on main boilers, provision to be made to prevent the formation of water pocket in the Donkey Boiler escape line.

#### Bottom Blow

Bottom blow line is to be connected to discharge to the main boiler blow down piping.

#### Uptakes

The products of combustion to be led into uptakes of main boilers and Donkey Boiler stack to be carried to a height sufficient to insure adequate draft.

Stack to be fitted with a steam jet.

#### Furnace Fittings

The boiler to be furnished complete with furnace, and ash pit doors, grate bars, ash pans, etc.

#### Firing Tools

The following firing tools to be provided with boiler, and to be stowed in a convenient rack to the approval of the Agents:

One (1) Fire Shovel

One (1) Fire Hoe

One (1) Slice Bar

One (1) Pricker Bar

#### Coal Box

A coal box about 3'-0" long x 3'-0" wide x 2'-6" deep is to be provided and located in a convenient position near Donkey Boiler.

#### Lagging

The donkey boiler and steam pipes from same are to be efficiently insulated with 85% magnesia.

## SECTION 16

### CHANGES TO FORCED DRAFT SYSTEM

#### Air Ducts and Blowers—Aft Engine Room

The fans at present located between Frames No. 77 and 85 and the supply ducts leading to them are to remain as they are, and will be used to supply the after engine room only. The vertical sliding watertight doors at Frame No. 102 in the Engine Room fidley ducts

will be removed and a patch plate properly stiffened, riveted and caulked for watertight work will be fitted.

Inasmuch as under the new arrangement, the quantity of air available for ventilation in the after engine room is doubled, an additional outlet duct will be provided in each after engine room, of the same size and type as the present discharge ducts, which will discharge into the space above the low pressure astern turbines.

The present outlet shafts on the after side of Bulkhead No. 102 extending to "E" Deck will remain as at present.

#### **Forward Engine Room and Galley Ventilation**

A watertight division is to be installed in the duct between Frames Nos. 106½ and No. 108 up to "F" Deck; and from "F" Deck to fans on Bridge Deck, division to be light plate. Fan enclosures to be built on Bridge Deck. Two fans of the multivane type, driven by electric motors of watertight construction and capable of supplying 60,000 cubic feet of free air per minute each, at 2 inch static pressure, are to be installed. Between Frames Nos. 106½ and 109, an opening is to be cut into the ducts outboard of the turbine hatch, watertight connection to be made to the same and deflectors are to be fitted, as shown on plan S-231-E-149.

The arrangement for drawing air from the galley will consist of the present large horizontal ducts leading into the forward downcast shafts between Frames Nos. 110 and 112; the air being drawn out of the galley through these shafts and forward on "J" Deck through the present horizontal passages to the inlets of the present forced draft blowers located at about Frame No. 123 on either side of the ship.

The discharge ducts from the above blowers, which have been installed inside of the horizontal passage on "J" Deck and through the forward downcast shafts between Frames Nos. 110 and 112 up to "E" Deck on Port Side and up to "F" Deck on Starboard Side and which from there on have been carried to the vertical shafts between Frames Nos. 102 and 104 on each side of the vessel and up through these shafts up to the atmosphere above the fidley top, are to be removed.

The position of the outlets of the forced draft blowers will be changed and led vertical as shown on Drawing S-231-E-149 through a new duct to be constructed and carried up through "H" Deck. Between "H" and "G" Decks, horizontal ducts of watertight construction, similar to the adjacent bulkheads and equal to the requirements of the American Bureau of Shipping for similar heads, will

lead from this point aft on "H" Deck, the longitudinal bulkhead now in place constituting one side of duct, to connect with the vertical shaft at present in place between Bulkhead No. 102 and Frame No. 104. This necessitates changing the location of the companion stairs from "G" to "H" Decks, on both sides of the ship.

The watertight door in the Howden ventilating ducts through Bulkhead No. 126 will be removed and a patch plate properly stiffened, riveted and caulked for watertight work will be fitted.

The old forced draft blowers, as rearranged, will draw the air from the galley through the shaft and passage above described and discharge same through the new ducts on "H" Deck and the vertical uptake shafts between Frames No. 102 and No. 104. These ducts are to be closed at the level of "H" Deck. A depression will be maintained at the ducts between Frames No. 110 and No. 112 on "F" Deck to insure ample galley ventilation by regulating the dampers to the inlet of the fans from the evaporator and refrigerating rooms and from the forward engine room and by regulating the speed of the fans.

The dampers fitted at present to provide air inlet to blowers from lower part of forward engineroom will remain as installed on the starboard side, but are to be rearranged for the installation of drainage condenser on port side.

Proper deflectors are to be fitted in the vertical shafts between Frames No. 102 and No. 104 at the "H" Deck level and in the new watertight horizontal ducts, where shown on Drawing S-231-E-149.

#### **No. 4 Fire Room**

The fans located on "H" Deck between Frames No. 126 and No. 133 are to remain as a supply for this fire room. The supply duct leading to these fans is to be made watertight and stiffened as may be required by the American Bureau of Shipping. The vertical sliding watertight door in bulkhead No. 151 is to be removed and watertight patch plate properly stiffened is to be fitted. The present ducts leading down to the fire room are to be retained and additional holes cut through the ducts so as to prevent too great a draft on the men working below, and to provide for better distribution of air. Ample holes are also to be cut through the main longitudinal duct under "H" Deck. This work to be done as directed after test of fans.

On each side of vessel there are to be led (2) branch ducts from above main air ducts which will discharge into the side bunker spaces between "J" and "H" Decks at each end of boiler room.

In order to secure an ample circulation of air around service tanks when main blowers are stopped, there are also to be provided on each side, at each end of boiler rooms (or four (4) per boiler room) 24 inch propeller fans, having a capacity of at least 3,000 C. F. M. at 600 R.P.M., driven by means of electric motors.

### No. 3 Fire Room

The vertical sliding watertight door in Bulkhead No. 174 is to be removed and a watertight patch plate, properly stiffened, to be fitted. The supply for this fire room is to be taken through two ducts, to be constructed of steel, flush finish outside, in two wells of the stairways, port and starboard, between Frames No. 164 and No. 166, to four fans of multivane type, engine driven, each having a capacity of 45,000 cubic feet per minute, at 2 inch static pressure, located in a fan room on "H" Deck. The supply ducts are to be of light plate construction, terminating at the top with suitable collecting device. These fans will discharge partly into the present duct below "H" Deck and partly direct into the fire room. Holes are to be cut in these ducts below "H" Deck, and the ducts leading to the firing platform are to be treated similarly to that specified for No. 4 Fire Room.

On each side of vessel there are to be led two (2) branch ducts from above main air ducts which will discharge into the side bunker spaces between "J" and "H" Decks at each end of boiler room.

In order to secure an ample circulation of air around service tanks when main blowers are stopped, there are also to be provided on each side, at each end of boiler rooms (or four (4) per boiler room) 24 inch propeller fans driven by means of electric motors, having a capacity of at least 3000 C. F. M. at 600 R. P. M.

### No. 2 Fire Room

The vertical sliding watertight door at Bulkhead No. 199 is to be removed and watertight patch plate, properly stiffened, to be fitted. The supply for this fire room is to be taken through two ducts constructed in the wells at sides of No. 1 stairway between Frames No. 207 and No. 209. Ducts to be built of steel to same shape as wells and flush finish on the outside.

All the duct work below "F" Deck and forward of Bulkhead No. 199 is to be watertight in accordance with the requirements of the American Bureau of Shipping. Above "F" Deck, it is to be of light plate construction and is to terminate at the top with a suitable collecting device.

Fans are to be fitted similar to those specified for the No. 3 Fire Room, in a fan room on "H" deck aft of Bulkhead No. 199. These

fans will discharge partly into the present duct below "H" Deck and partly direct into the fire room. Holes are to be cut in the ducts, below "H" Deck, and the ducts leading to the fire rooms are to be treated as specified for No. 4 Fire Room.

On each side of vessel there are to be led two (2) branch ducts from above main air ducts which will discharge into the side bunker spaces between "J" and "H" Decks at each end of boiler room.

In order to secure an ample circulation of air around service tanks when main blowers are stopped, there are also to be provided on each side, at each end of boiler rooms (or four (4) per boiler room), 24 inch propeller fans, having a capacity of at least 3000 C. F. M. at 600 R. P. M., driven by means of electric motors.

### No. 1 Boiler Room

The system in this boiler room is to remain as it is. Ducts and watertight doors are to be treated as specified for No. 4 Boiler Room.

On each side of vessel there are to be led two (2) branch ducts from above main air ducts which will discharge into the side bunker spaces between "J" and "H" Decks at each end of boiler room.

In order to secure an ample circulation of air around service tanks when main blowers are stopped, there are also to be provided on each side, at each end of boiler rooms (or four (4) per boiler room), 24 inch propeller fans, having a capacity of at least 3000 C. F. M. at 600 R. P. M., driven by means of electric motors.

### Control of Blowers

Arrangements are to be provided whereby the blowers can be controlled by a master valve from positions near the service pumps, while not interfering with the individual controls at each blower.

### Removal of present Forced Draft Fans

The two forced draft fans at present located in the forward fire room, together with their foundations, piping and the main air ducts of the forced draft system leading forward and aft through all the fire rooms, are to be removed. The sliding watertight doors located in these ducts are to be removed and the openings closed with riveted plates properly stiffened and made watertight, in accordance with the requirements of the American Bureau of Shipping. The present blowers located above Nos. 1 and 4 Fire Rooms will be retained for ventilating of these fire rooms, as described above.

### W. T. Door Operating Gear

The hydraulic operating gear and piping for the fire room access doors at the floor level is to be put in first class condition and thor-

oroughly tested. Hydraulic piping on doors removed to be modified to properly preserve the integrity of the hydraulic system.

#### Closed Stokeholds

The boiler rooms are to be arranged for the closed stokehold system of forced draft. The four boiler rooms are to be isolated one from the other by constructing air-tight screen bulkheads extending vertically from "F" Deck above the present watertight bulkheads at Frames No. 151 and No. 199 to the level of the grating below lower expansion joints in uptakes, about the level of "E" Deck. Athwartships these screen bulkheads are to extend from the inner casing of uptakes to the bulkheads forming fidley sides.

At about the level of grating below lower expansion joints in uptakes, horizontal flats are to be fitted between the inner casing of uptakes and fidley sides. The openings through these flats are to be provided with gratings covered by dampers or hinged doors for opening when running on natural draft.

The air spaces between the inner and outer casings of uptakes are to be provided with sliding dampers at the level of flats, which will be regulated when running under forced draft to provide the necessary air circulation between the inner and outer casings of uptakes. (See Drawing No. S-231-E-153.)

#### Air Locks

Air locks to be provided at the watertight doors on starboard side in Bulkheads Nos. 151, 174 and 199, and at the exits from boiler rooms to working alleyway on "G" Deck.

Doors of light construction of the self-closing type are to be provided at the entrance to the lower pipe tunnel, and to the transfer pump rooms between Frames Nos. 219 and 224.

Similar doors are to be fitted at the exits from pipe and escape trunks between Frames Nos. 268 and 270, and emergency exits from boiler rooms.

Upper pipe tunnel to be fitted with hinged watertight door at Bulkhead No. 224.

#### Openings in "H" Deck

The openings in the "H" Deck into present side bunkers and fire rooms are to be closed by fitting properly riveted and stiffened patch plates.

#### Scuppers

For taking care of the drainage which may accumulate in the four spaces between "H" and "G" Decks and from Bulkheads Nos. 126 to 218, there will be provided  $3\frac{1}{2}$  inch scuppers as follows.

In space between Bulkheads Nos. 126 and 151, there will be provided at the after end four (4) scuppers, 2 at either side of the ventilating compartments and 2 at each side of the ship near shell.

For the space between Bulkheads Nos. 151 and 168, there will be six (6) scuppers arranged at the after end of the compartment, one on either side of the two uptake casings and one at each side of the ship near shell.

For the space between Bulkheads Nos. 180 and 199, there will be four (4) scuppers at the after end of the compartment, one on either side of the swimming pool casing and one on each side of the ship near the shell.

For the space between Bulkheads Nos. 199 and 218, there will be provided six (6) scuppers at the after end, one at each side of the uptake casing and one at each side of the ship near the shell.

The scuppers near the centre line are to terminate in bilge wells at centre line, and the side scuppers in the wing bilges, it being understood that in the case of side scuppers, which are close together, it will be permissible to join two into a single pipe below "H" Deck, such junction should be made at least 6 feet below "H" Deck. The ends of the scupper pipes are to be fitted with U bends to form water seals in order not to lose air pressure in boiler rooms.

Individual scupper pipes are to be provided with gate valves in boiler room at or near fire room floor gratings.

#### Ventilation of Spaces Over Boiler Rooms in 'Tween Decks Between "G" and "H" Decks

##### Air Supply

The present natural draft ventilating ducts provided for the present spaces between "H" and "G" Decks between Bulkheads Nos. 126 and 151, Nos. 151 and 169, Nos. 180 and 199 and Nos. 199 and 218 are to be used as supply ducts for these spaces, the air being supplied by means of 8 new blowers to be installed at the present location of cowl ventilators on weather deck, blowers to be of the multivane type capable of delivering at least 5000 cubic feet per minute per blower against a static pressure of at least 2 inches, and driven by D. C. motors of watertight construction, at about 875 R. P. M.

Ducts for distributing the air are to be installed as shown on Drawing No. S-231-6-15.

##### Air Circulation

In order to provide an active circulation of air in these 'tween deck spaces, there are to be provided openings in the casings of boiler room forced draft blower compartments, openings to be fitted with



proper hinged air tight doors, so that when forced draft blowers are running the air may be drawn from these 'tween deck spaces.

#### **Supports for Piping, etc.**

Wherever the supports of piping, gratings or other existing apparatus have to be removed or modified on account of the removal of Howden Forced Draft Air Ducts, etc., or to facilitate the installation of the systems covered by the specifications, satisfactory new supports are to be provided.

### **SECTION 17**

#### **NEW BOILER ROOM FLOORS**

The present boiler room floor consists of iron plates laid on heavy planking, all of which will be removed to pier or lighter, marked and stowed as directed by the Agents.

The floor supports will be put in first class condition and rearranged wherever necessary to accommodate the new flooring or new piping installation.

In the alleyways between boilers, there will be provided runways about 2'-0" wide of diamond checker plates with handrails at sides. The bounding angles are to be turned up to provide coaming. The present screen plates forming sides of passage below lower drums are to be removed so as to expose the tank tops below boilers as much as possible.

Runways of diamond checker plate about 4'-0" wide are to be laid from side to side through centre of each firing platform. Remainder of firing platforms to be constructed of open grating of approved type. Drip pans are to be fitted under burners, fastened to gratings. (See Drawing No. S-231-E-139A).

#### **Pipe Tunnel Floor**

Present iron floor in pipe tunnel forward of Frame No. 224 to be removed, supports to be placed in first class condition and rearranged where necessary to accommodate the new flooring or new piping installation.

Flooring in pipe tunnel will consist of a walkway two feet wide, of diamond checker plate at centre of tunnel as shown on Drawing No. S-231-E-139A.

#### **New Ladders, Gratings, etc.**

Additional new ladders, gratings, handrails, etc., are to be provided for new pump rooms, access to fuel oil heaters, observation tanks, new pipe tunnel, and wherever necessary for proper access to new or existing equipment.

### **SECTION 18**

#### **PUMP SPECIFICATIONS**

##### **Fuel Oil Transfer, Service Tank Supply and new Bilge Pumps**

There are to be provided, as elsewhere specified, 2 transfer, 2 service tank supply, and 2 new forward engine room bilge pumps.

These pumps to be of the vertical duplex type with steam cylinders 10 inches diameter, oil or water cylinders 12 inches diameter, by 12 inches stroke.

Steam cylinders, pistons, followers, valve chests and valves, also pump cylinders, and valve boxes, to be of high grade cast iron.

Piston rods, with crosshead for securing them to pump rods, to be of forged steel, pump rods to be of rolled bronze.

Stuffing boxes, glands and pump piston and followers to be Composition "G".

Pump valves are to be arranged in groups in removable valve plates of Composition "G".

Pump valves to be similar to Kinghorn type, and valve guards to be Composition "G". All bolts to be of steel except gland and valve studs which will be rolled bronze.

Distance piece between steam and pump cylinders may be of cast iron or forged steel columns may be substituted.

Pumps to be provided with adequate brackets or feet on steam and water cylinders for securing to foundations.

Pump cylinders to be fitted with composition working liners not less than  $\frac{3}{8}$  inch thick, extending from cover to cover and properly secured in cylinders.

Steam pistons to have followers and packing rings as approved. All piston and pump rods will be tapered on the end where fitted into the pistons and will seat on a shoulder.

Steam cylinders to be counterbored at both ends, leaving the working bores of such length that the piston rings will slightly over-ride at top and bottom when making full stroke.

Piston rod stuffing boxes of steam and pump ends and valve stem stuffing boxes to be fitted with approved metallic packing.

Jacking and lifting bolts to be provided where necessary.

Air chambers of approved size to be fitted on the suction and discharge sides of pump.

All flanges for pipe connections to conform to Agents' Construction Department standards for pressure intended.

The top and bottom of full stroke will be plainly shown by marks on adjacent fixed and moving parts.

Steam cylinders to be neatly lagged with 85% magnesia covered with planished or Russia iron held in place by brass screws and bands.

Steam ends to be designed for working pressure of 250 lbs. per square inch.

Pump ends to be designed for working pressure of 100 lbs. per square inch.

Plans showing the overall dimensions, size of pipe connections, with sectional view showing construction of pumps, to be submitted to the Agents for approval before work is begun.

#### Fuel Oil Service Pumps

These pumps to be of the vertical duplex type with steam cylinders of 9 inches diameter, oil cylinders 6 inches diameter, by 10 inches stroke in Nos. 1, 2 and 3 Boiler Rooms, and steam cylinders 7½ inches diameter, oil cylinders 4½ inches diameter by 10 inches stroke in No. 4 Boiler Room.

Steam cylinders, pistons, followers, valve chests and valves, also pump cylinders, and valve boxes, to be of high grade cast iron.

Piston rods, with crosshead for securing them to pump rods, to be of forged steel. Pump rods to be of rolled bronze.

Stuffing boxes, glands and pump pistons and followers to be Composition "G".

Pump valves are to be arranged in removable valve plates of Composition "G".

Pump valves to be similar to the Kinghorn type, and valve guards to be Composition "G".

All bolts to be of steel except gland and valve studs, which will be rolled bronze.

Distance pieces between steam and pump cylinders to be forged steel columns.

Pumps to be provided with adequate brackets or feet on steam and water cylinders for securing to foundations.

Pump cylinders to be fitted with composition working liners not less than ¼ inch thick, extending from cover to cover, and properly secured in cylinders.

Steam pistons to have followers and packing rings as approved. All piston and pump rods will be tapered on the end where fitted into the pistons and will seat on a shoulder.

Steam cylinders to be counterbored at both ends, leaving the working bores of such length that the piston rings will slightly override

at top and bottom, when making full stroke.

Piston rod stuffing boxes of steam and pump ends, to be fitted with approved metallic packing.

Jacking and lifting bolts to be provided where necessary.

All flanges for pipe connections to conform to Agents' Construction Department standards for pressure intended.

The top and bottom of full stroke will be plainly shown by marks on adjacent fixed and moving parts.

Steam cylinders to be neatly lagged with 85% magnesia covered with planished or Russia iron held in place by brass screws and bands.

Steam ends to be designed for working pressure of 250 Lbs. per square inch.

Pump ends to be designed for working pressure of 300 Lbs. per square inch.

Plans showing the overall dimensions, size of pipe connections, with a sectional view showing construction of pumps, to be submitted to the Agents for approval before work is begun.

#### Service Tank Stripping, Drinking Water and Drainage Condensate Pumps

These pumps to be of the vertical duplex type with steam cylinders 5¼ inches diameter, water cylinders 5 inches diameter, by 5 inches stroke.

Steam cylinders, pistons, followers, valve chests and valves, to be of high grade cast iron.

Piston rod crossheads to be of forged steel. Piston and pump rods to be integral of rolled bronze.

Stuffing boxes, glands and pump pistons and followers, to be Composition "G".

Pump valves are to be arranged in removable valve plates of Composition "G".

Pump valves to be similar to Kinghorn type. Valve guards to be Composition "G."

All bolts to be of steel except gland and valve studs, which will be rolled bronze.

Distance piece between steam and pump cylinders to be forged steel columns.

Pumps to be provided with adequate brackets or feet on steam and water cylinders for securing to foundations.

Steam pistons to have followers and packing rings as approved. All piston and pump rods will be tapered on the end where fitted into the pistons and seat on a shoulder.

Pump cylinders and valve boxes are to be of composition "G".

Steam cylinders to be counterbored at both ends, leaving the working bores of such length that the piston rings will slightly over-ride at top and bottom when making full stroke.

Piston rod stuffing boxes of steam and pump ends to be fitted with approved metallic packing.

Jacking and lifting bolts to be provided where necessary.

Air chambers of approved size to be fitted on the discharge sides of pumps.

All flanges for pipe connections to conform to Agents' Construction Department standards for pressure intended.

The top and bottom of full stroke will be plainly shown by marks on adjacent fixed and moving parts.

Steam cylinders to be neatly lagged with 85% magnesia covered with planished or Russia iron held in place by brass screws and bands.

Steam ends to be designed for working pressure of 250 Lbs. per square inch.

Pump ends to be designed for working pressure of 100 Lbs. per square inch.

Plans showing the overall dimensions, size of pipe connections, with a sectional view showing construction of pumps, to be submitted to the Agents for approval before work on them is begun.

## SECTION 19

### MATERIALS

#### Materials of Pipes

The materials of all new and modified systems of piping are to be made in accordance with the following table:

System	Material	Thickness	Black or Galvanized
Filling System .....	W. S. Lapwelded	Standard	Black
Overflow System .....	W. S. Lapwelded	Standard	Black
Transfer System .....	W. S. Lapwelded	Standard	Black
Supply to Service Tanks.....	W. S. Lapwelded	Standard	Black
Suction from Service Tanks.....	W. S. Lapwelded	Standard	Black
Supply to Burners.....	Seamless Steel	To suit 300 lbs. working pressure	Black
Oil Heating Coils .....	W. S. Lapwelded	Extra Heavy	Black
Steaming out System and Smothering Systems in Tanks....	W. S. Lapwelded	Standard	Black
Ballast System to Oil Fuel Tanks.....	W. S. Lapwelded	Standard	Galvanized
Tank Stripping System.....	W. S. Lapwelded	Standard	Galvanized
Vent Pipes .....	W. S. Lapwelded	Standard	Galvanized

System	Material	Thickness	Black or Galvanized
Bilge Pipes in Boiler Rooms.....	W. S. Lapwelded	Standard	Galvanized
Foamite Fire Extinguishing System .....	W. S.	Standard	Galvanized
Sounding Pipes .....	W. S. Lapwelded	Standard	Galvanized
Steam to Pumps, Heaters, Barges, etc. ....	Copper	To U.S.S. IN-SECTION Requirements	
Exhaust from Pumps.....	Copper	To suit 50 lbs. working pressure	
Returns from Heater Coils in Tanks .....	Copper	To suit U.S. Ins.	
Supply to Heater Coils.....	Copper	To suit U.S. Ins.	

#### Materials of Valves

The materials for valves in all new or modified piping systems are to be in accordance with the following table:

System	Material of Body	Material of Mountings	Weights
Filling System .....	Cast Steel	Monel Metal	Standard
Overflow System .....	Cast Steel	Monel Metal	Standard
Transfer System .....	Cast Steel	Monel Metal	Standard
Supply to Service Tanks.....	Cast Steel	Monel Metal	Standard
Suctions from Service Tanks....	Cast Steel	Monel Metal	Standard
Supply to Burners 3 in. and over.....	Cast Steel	Monel Metal	Extra Heavy
Supply to Burners under 3 in....	Brass	Brass	Extra Heavy
Steaming out and Smothering....	Brass	Brass	Extra Heavy
Ballast System to Oil Tanks.....	Cast Steel	Brass	Standard
Tank Stripping .....	Cast Steel	Brass	Standard
Bilge System in Boiler Room....	Cast Iron	Brass	Standard
Foamite Fire Ext. System.....	Brass	Brass	Extra Heavy
Steam Valves 3 in. and over.....	Cast Steel	Monel Metal	Extra Heavy
Steam Valves under 3 in.....	Brass	Brass	Extra Heavy
Exhaust Valves 3 in. and over....	Cast Iron	Brass	Standard
Exhaust Valves under 3 in.....	Brass	Brass	Extra Heavy
Supply to and returns from Coils	Brass	Brass	Extra Heavy

For oil service, gate valves are to be used wherever possible as indicated on drawings.

Gate valves are to be of the non-rising stem type provided with indicators.

Gate valves 6 inches and over are to be provided with handholes for cleaning seat and boss for steaming out connection, equal in quality or arrangement to those shown on Page No. 83, Figure No. 4467, Crane's Catalogue No. 4500.

All valves are to be of the flanged type except valves controlling individual burners which may be of screwed type.

Valves under 1½ inches may be of the union bonnet type.

All extra heavy flanged globe or angle valves 1½ inches and over are to be fitted with forged steel cross heads, brass bushed and bolted bonnets. Screwed bonnets will not be approved.

All standard weight flanged globe or angle valves 1½ inches and over are to be fitted with cast yoke bolted bonnets.

### Materials of Flanges

The materials of all flanges in all new or modified piping systems are to be in accordance with the following table:

System	Material	Weight	Galvanized or Black	Method of Attachment
Filling System .....	Mild Forged Steel	Standard	Black	Expanded
Overflow System .....	Mild Forged Steel	Standard	Black	Expanded
Transfer System .....	Mild Forged Steel	Standard	Black	Expanded
Supply to Service Tanks	Mild Forged Steel	Standard	Black	Expanded
Supply to Burners.....	Mild Forged Steel	Extra Heavy	Black	Expanded
Steaming out and Smothering .....	Brazing Metal or Forged Steel	Standard		Brazed
Ballast System to Oil Fuel Tanks.....	Mild Forged Steel	Standard	Galvanized	Expanded
Tank Stripping .....	Mild Forged Steel	Standard	Galvanized	Expanded
Bilge System in Boiler Room	Cast Iron	Heavy	Galvanized	Screwed
Foamite Fire Ext. System	Cast Iron	Heavy	Galvanized	Screwed
Steam Pipes .....	Brazing Metal or Forged Steel	Extra Heavy		Brazed
Exhaust Pipes .....	Brazing Metal or Forged Steel	Standard		Brazed
Supply to and Return from Coils	Brazing Metal or Forged Steel	Standard		Brazed
Coils in Tanks.....	Mild Forged Steel	Special	Black	See Std. Dwg. No. 6

All Bilge pipes to be galvanized after flanges are screwed on.

### Bolting

Except where otherwise specified, or where necessary to suit present work, the bolting of flanges is to be in accordance with the following table:

### LOW PRESSURE PIPE 0-125 LBS.

Size	Dia. of Flange	Pitch Circle	No. of Bolts	Dia. of Bolts
¾"	3½"	2½"	4	½"
1"	4"	3"	4	½"
1¼"	4½"	3¾"	4	½"
1½"	5"	3¾"	4	½"
2"	6"	4¾"	4	⅝"
2½"	7"	5½"	4	⅝"
3"	7½"	6"	4	⅝"
3½"	8½"	7"	8	⅝"
4"	9"	7½"	8	⅝"
4½"	9¼"	7¾"	8	¾"
5"	10"	8½"	8	¾"
5½"	10½"	9"	8	¾"
6"	11"	9½"	8	¾"
6½"	11½"	10"	8	¾"
7"	12½"	10¾"	8	¾"
8"	13½"	11¾"	8	¾"
9"	15"	13¼"	12	¾"
10"	16"	14¼"	12	⅞"
11"	17½"	15½"	12	⅞"
12"	19"	17"	12	⅞"

### HIGH PRESSURE 126—300 Lbs.

¾"	4"	2½"	4	½"
1"	4½"	3¼"	4	½"
1¼"	5"	3¾"	4	½"
1½"	6"	4½"	4	⅝"
2"	6½"	5"	8	⅝"
2½"	7½"	5½"	8	¾"
3"	8¼"	6⅝"	8	¾"
3½"	9"	7¼"	8	¾"
4"	10"	7⅞"	8	¾"
4½"	10½"	8½"	8	¾"
5"	11"	9¼"	8	¾"
5½"	11¾"	9⅞"	8	¾"
6"	12½"	10⅝"	12	¾"
6½"	13¼"	11¼"	12	⅞"
7"	14"	11⅞"	12	⅞"
8"	15"	13"	12	⅞"



Size	Dia. of Flange	Pitch Circle	No. of Bolts	Dia. of Bolts
9"	16 $\frac{1}{4}$ "	14"	12	1"
10"	17 $\frac{1}{2}$ "	15 $\frac{1}{4}$ "	16	1"
11"	19 $\frac{1}{2}$ "	17"	16	1 $\frac{1}{8}$ "
12"	20 $\frac{1}{2}$ "	17 $\frac{3}{4}$ "	16	1 $\frac{1}{8}$ "

All flanges are to be properly faced, and bolt holes drilled 1/16" larger than diameter of bolts.

In the case of flanges for heater coils inside of fuel oil tanks, lock washers are to be fitted.

#### Materials of Fittings

The materials of all fittings in all new or modified piping are to be in accordance with the following table:

System	Material	Weight	Galvanized or Black
Filling System .....	Cast Steel	Standard	Black
Overflow System .....	Cast Steel	Standard	Black
Transfer System .....	Cast Steel	Standard	Black
Supply to Service Tanks .....	Cast Steel	Standard	Black
Suction from Service Tanks .....	Cast Steel	Standard	Black
Supply to Burners 2 in. and over .....	Cast Steel	Extra Heavy	Black
Supply to Burners under 2 in. ....	Brass	Extra Heavy	
Steaming out and Smothering .....	Brass	Standard	
Ballast System to Fuel Oil Tanks .....	Cast Steel	Standard	Galvanized
Tank Stripping .....	Cast Steel	Standard	Galvanized
Bilge System in Boiler Room .....	Cast Iron	Heavy	Galvanized
Foamite Fire Ext. System .....	Cast Iron	Heavy	Galvanized
Steam Pipes 2 in. and over .....	Cast Steel	Extra Heavy	Black
Steam Pipes under 2 in. ....	Brass	Extra Heavy	
Exhaust Pipes .....	Cast Iron	Heavy	
Supply to and Return from Coils .....	Brass or Cast Steel	Extra Heavy	
Coils in Tanks .....	Cast Steel	Special	Black

Wherever piping passes through water or oil tight bulkheads or decks, bulkhead spools of cast steel riveted to bulkhead or deck, are to be used wherever possible.

Bulkhead liners of cast steel properly riveted may be used wherever conditions are such as to make fitting of spools impracticable.

Sandwich joints will not be approved under any circumstances.  
**Material of Joints**

The jointing material for all new or modified piping systems will be Garlock No. 900, Durabla or other approved jointing 1/16 inch thick.

## SECTION 20

### FRESH WATER SYSTEM

#### Fresh Water System

No fresh water will be carried in any tank forward of Frame No. 150, and all existing pipe intended for fresh water filling or suction for any of these tanks will be removed.

#### Reserve Feed Tanks

The following will be used for the carriage of boiler feed water:  
No. 9 Wing and Centre Double Bottom Tanks Port and Starboard  
No. 10 Wing and Centre Double Bottom Tanks Port and Starboard  
No. 11 Wing Double Bottom Tanks Port and Starboard

#### Washing Water

The following tanks will be used for the carriage of fresh water for washing purposes:

No. 11 Centre Double Bottom Tanks Port and Starboard  
No. 12 Double Bottom Tanks Port and Starboard  
No. 13 Double Bottom Tanks Port and Starboard  
No. 14 Double Bottom Tanks Port and Starboard  
Lower After Peak Tank  
Upper After Peak Tank

#### Drinking Water

The following tanks will be used for the carriage of drinking and culinary water exclusively:

Tank No. 22 Port and Starboard  
Deep tank between Frames No. 38 and No. 53  
Deep tank above "K" Deck between Frames No. 18 and No. 38

#### Drinking Water Pumping System

There will be installed two new vertical duplex pumps, 5 $\frac{1}{4}$ " x 5" x 5", which will be arranged to draw from the tanks specified for drinking water exclusively, and to discharge to the drinking water service system, as specified under deck piping.

#### Boiler Feed and Domestic Fresh Water System

The tanks reserved for the carriage of fresh water and Boiler Feed are to be provided with a new system of fresh water suction and, in addition, the locations of the present suction connections on tank tops will be retained where possible, and used for rearranged ballast system.

The new fresh water connections will be part of a suction system which will be so arranged that, either the boiler feed pumps, or present fresh washing water pumps can draw from same, but lock-up,

cut out valves are to be provided in the system, so that tanks reserved for boiler feed water may be isolated from tanks for domestic purposes.

Arrangements are to be provided that Boiler Feed Water can be passed through evaporators before entering feed system.

### Fresh Water Filling System

The present Fresh Water Filling System, forward of Bulkhead No. 126, is to be rearranged so as to provide for filling connections at each of the three after oil fuel filling stations on "G" Deck, on both sides of vessel.

Each of the above connections is to be arranged for three (3) 2½ inch standard hose couplings, so placed that hose can readily be connected from the inside of filling connection spaces.

The filling connections aft of Bulkhead No. 126 will remain in their present locations, and will be fitted to suit 2½ inch standard hose couplings.

Adapters to meet English requirements to be supplied for all hose connections.

The materials of new pipes, valves and fittings will be as specified under "Materials."

## SECTION 21 SPARE PARTS

The following spare parts are to be provided in connection with the Fuel Oil installation:

### VALVES

Size Type	Standard or Special	Test Pressure	Valve Body Material	Spare
12" Gate .....	Standard	200 lbs.	Cast Steel	1 complete
12" Overflow .....	Special	200 lbs.	Cast Steel	1 valve disk
10" Gate .....	Standard	200 lbs.	Cast Steel	2 complete
10" Gate .....	Standard	100 lbs.	Cast Iron	1 valve disk
8" Manifold .....	Special	200 lbs.	Cast Steel	1 valve disk
8" Gate .....	Standard	200 lbs.	Cast Steel	2 complete
8" Non-return .....	Standard	100 lbs.	Cast Iron	1 valve disk
7" Stop .....	Standard	100 lbs.	Cast Iron	1 valve disk
6" Gate .....	Standard	200 lbs.	Cast Steel	2 complete
6" Stop .....	Standard	100 lbs.	Cast Iron	1 valve disk
5" Non-return .....	Special	200 lbs.	Cast Steel	1 valve disk
5" Stop .....	Special	200 lbs.	Cast Steel	1 valve disk
4" Gate .....	Standard	600 lbs.	Cast Steel	1 complete
3½" Non-return .....	Special	100 lbs.	Cast Iron	1 valve disk
3" Gate .....	Standard	600 lbs.	Cast Steel	2 complete

Size Type	Standard or Special	Test Pressure	Valve Body Material	Spare
3" Gate .....	Standard	200 lbs.	Cast Steel	1 complete
3" Relief .....	Standard	200 lbs.	Brass	4 springs
2" Relief .....	Standard	600 lbs.	Brass	10 springs
2" Relief .....	Standard	200 lbs.	Brass	4 springs
2" Globe Stop .....	Standard	600 lbs.	Brass	1 complete
2" Globe Stop .....	Standard	200 lbs.	Brass	1 complete
2" Angle Check .....	Standard	200 lbs.	Brass	1 complete
1½" Angle Stop .....	Standard	200 lbs.	Brass	2 complete
1½" Swing Check .....	Standard	200 lbs.	Brass	2 complete
1¼" Globe Stop .....	Standard	600 lbs.	Brass	2 complete
1" Globe Stop .....	Standard	600 lbs.	Brass	2 complete
¾" Globe Stop .....	Standard	600 lbs.	Brass	2 complete
¾" Globe Stop .....	Special	600 lbs.	Brass	40 complete

### FITTINGS

Size	Type	Standard or Special	Test Pressure	Body Material	Spare
12"	90° Elbow .....	Standard	200 lbs.	Cast Steel	1
12"	Expansion Joint .....	Standard	200 lbs.	Steel	1
12"x12"x12"	Tee .....	Standard	200 lbs.	Cast Steel	1
10"	90° Elbow .....	Standard	200 lbs.	Cast Steel	1
10"x10"x10"	Tee .....	Standard	200 lbs.	Cast Steel	1
10"	Expansion Joint .....	Standard	200 lbs.	Steel	1
8"	90° Elbow .....	Standard	200 lbs.	Cast Steel	1
8"	45° Elbow .....	Standard	200 lbs.	Cast Steel	1
8"x8"x8"	Tee .....	Standard	200 lbs.	Cast Steel	1
8"	Expansion Joint .....	Standard	200 lbs.	Steel	1
6"	90° Elbow .....	Standard	200 lbs.	Cast Steel	1
6"	45° Elbow .....	Standard	200 lbs.	Cast Steel	1
6"x6"x6"	Tee .....	Standard	200 lbs.	Cast Steel	1
6"	Expansion Joint .....	Standard	200 lbs.	Steel	1
5"	90° Elbow .....	Standard	200 lbs.	Cast Steel	1
4"	90° Elbow .....	Standard	200 lbs.	Cast Steel	1
4"x4"x4"	Tee .....	Standard	200 lbs.	Cast Steel	1
3½"	90° Elbow .....	Standard	100 lbs.	C. I. Galv.	1
3"	90° Elbow .....	Standard	200 lbs.	Cast Steel	1
3"x3"x3"	Tee .....	Standard	600 lbs.	Cast Steel	1
2½"x2½"x2½"	Tee .....	Standard	600 lbs.	Brass	1
1"x1"x1"	Tee .....	Standard	600 lbs.	Brass	1
1"x1"x¾"	Tee .....	Standard	600 lbs.	Brass	4

### Flanges

One (1) pair of flanges for each size and type 6 inches and over.  
Two (2) pairs of flanges for each size and type below 6 inches.

### Pumps

The following new vertical duplex pumps have been provided in these specifications:

(a) Six (6) vertical duplex 10 inches x 12 inches x 12 inches for Transfer, Service Supply and Bilge Pumps.

(b) Six (6) vertical duplex 9 inches x 6 inches x 10 inches for Service Pumps Nos. 1, 2 and 3 Boiler Rooms.

(c) Four (4) vertical duplex 7½ inches x 4½ inches x 10 inches for Service Pumps in No. 4 Boiler Room.

(d) Six (6) vertical duplex 5¼ inches x 5 inches x 5 inches for Stripping, Drainage Condensate, and Drinking Water.

Each of the foregoing sets of pumps (a), (b), (c) and (d) is to be provided with the following spare parts:

- 2 Steam pistons complete with rings.
- 2 Piston rods complete with crossheads.
- 2 Water or oil pistons complete with rings.
- 2 Water piston rods.
- 2 Slide valves.
- 2 Slide valve spindles complete with nuts.
- 1 Complete valve motion with bracket.
- 2 Cylinder covers for steam end complete with studs and nuts for same.
- 2 Water or oil cylinder covers complete with studs and nuts for same.
- 2 Handhole covers or plugs for bottom of water cylinder if any are fitted.
- 2 Steam chest covers complete with studs and nuts for same.
- 2 Steam piston rod glands with neck bushes and studs and nuts complete.
- 2 Water piston rod glands with neck bushes and studs and nuts complete.
- 2 Complete sets of piston rod and valve spindle metallic packing.
- 2 Valve spindle glands with neck bushes and studs and nuts complete.
- 2 Complete sets suction valves, seats and springs together with valve deck studs and guards ready for installation.
- 2 Complete sets of delivery valves, seats and springs together with valve deck studs and guards ready for installation.

#### Oil Heaters

- One (1) complete set of new tubes for two (2) heaters.

#### Oil Meter

- One (1) complete oil meter.

#### Oil Strainers

- One (1) complete set of spare strainer baskets for each suction and discharge oil strainer.

#### Drainage Condenser

100 Condenser tubes.

#### Drainage Circulating Pump

One (1) Impeller.

" (1) set of glands, neck bushes and studs.

" (1) piston rod.

" (1) valve and spindle.

" (1) Piston.

" (1) set of top end brasses.

" (1) set of bottom end brasses.

" (1) complete set of metallic packing for rods.

#### New Forced Draft Blowers

One (1) Crankshaft.

" (1) Connecting rod complete.

" (1) Piston and rod complete.

" (1) Valve and spindle complete.

" (1) set of valve gear complete.

" (1) set of main bearings.

" (1) set of fan bearings.

" (1) set of metallic packing for rods.

## SECTION 22

### TESTS

#### 1. Piping

The new systems of piping are to be subjected to hydrostatic tests, in accordance with the following table, it being understood that the hydrostatic tests for steam piping are to be carried out to the satisfaction of the U. S. Steamboat Inspection Service and the American Bureau of Shipping.

Filling System	200 lbs. per sq. in.
Overflow System	200 lbs. per sq. in.
Transfer System	200 lbs. per sq. in.
Supply to Service Tanks	200 lbs. per sq. in.
Ballast System to Oil Fuel Tanks	200 lbs. per sq. in.
Ballast System to Fresh Water Tanks	100 lbs. per sq. in.
Bilge System	50 lbs. per sq. in.
Tank Stripping System	200 lbs. per sq. in.
Supply to Burners	600 lbs. per sq. in.
Oil Heating Coils	600 lbs. per sq. in.
Steaming out and Smothering System	200 lbs. per sq. in.
Foamite Fire Extinguishing System	100 lbs. per sq. in.

Steam Piping (Subject to Boiler Pressure).....470 lbs. per sq. in.  
 Exhaust Piping ..... 50 lbs. per sq. in.  
 Fresh Water System (Up to Pumps)..... 50 lbs. per sq. in.

Prior to applying hydrostatic test to oil heating coils, same are to be tested with steam at a pressure of 100 lbs.

#### 2. Blowers

All new steam driven blowers are to be given an eight (8) and motor driven blowers a twenty-four (24) hour trial, after installation of same has been completed. The manufacturers are to conduct these tests, in the presence and to the satisfaction of a representative of the Construction Department of the Agents. Means are to be provided for measuring power input and air output of each machine, and, in all cases, the manufacturers are to supply performance curves.

#### 3. Pumps

All new pumps are to be tested hydrostatically, at the works of the makers to not less than  $1\frac{1}{2}$  times the working pressures for which pumps were designed, except fuel oil service pumps which will be tested to 600 lbs. per sq. in. These tests are, however, to be carried out in the presence of a representative of the Construction Department of the Agents.

#### 4. Valves and Fittings

All valves and fittings, subject to the approval of the U. S. Steamboat Inspection Service, are to be tested, inspected and stamped, in accordance with the requirements of the Rules of the U. S. Steamboat Inspection Service. All other valves and fittings are to be tested at the works of the manufacturer in accordance with the manufacturer's standard practice, and affidavits, covering these tests, are to be supplied with each shipment.

#### 5. Piping

All piping is to be inspected and tested, in accordance with the requirements of the American Bureau of Shipping.

#### 6. Drainage Condenser and Pumps

Drainage condenser is to be tested hydrostatically to a pressure of 30 lbs. per square inch. Upon completed installation, the drainage condenser, circulating pump and condensate pumps are to be given eight (8) hours trial, and performance to be satisfactory to the Agents.

## PART III CHANGES TO STRUCTURE

### SECTION 1

#### GENERAL DESCRIPTION

These specifications are intended to cover all the structural changes and additions necessary to be made to fit this steamer for the handling and burning of fuel oil, also including additional fresh water tanks, and all other structural changes hereinafter specified.

The contractor undertakes to make all the changes as hereinafter generally described, in order that when completed the steamer will have a total fuel oil capacity of approximately 9,563 tons of 11° Beaumé Mexican Fuel Oil with tanks 97% filled, and a fresh water capacity of approximately 3,476 tons.

Reference is made to accompanying drawing S-231-2-1, which shows the general arrangements of tanks.

To effect the change to oil fuel, the double bottom tanks forward of a cofferdam, to be constructed between Frames Nos. 150 and 152, will be fitted to carry oil fuel, and in addition, the deep side tanks, port and starboard Nos. 23 and 24, extending from Frame No. 224 to Frame No. 270, and the deep tank No. 17 in the forward hold, will be fitted for the same purpose.

The existing deep tanks Nos. 18 and 19, located between Frames Nos. 282 and 293, between "K" and "L" and "J" and "K" Decks respectively, will be eliminated.

In addition to the existing tanks above mentioned, new deep tanks will be built in No. 3 Hold between Frames Nos. 224 and 245, extending up to "J" Deck, five (5) individual tanks being formed in this space. Further deep tanks will be constructed in No. 2 Hold, extending from Frame No. 245 to Frame No. 270 and up to "K" Deck, this space being divided into six (6) individual tanks. The present refrigerating machinery compartment between Frames Nos. 270 and 277 will be converted to an oil fuel tank extending up to "L" Deck.

Eight (8) service tanks will be constructed in the present side coal bunkers, two (2) in each boiler compartment, one (1) on either side. These tanks will extend from the tank top to "J" Deck, and from longitudinal bulkhead to either side of vessel, except in the case of the tanks in boiler compartment No. 4, which will be built inside of

web frames and the bottom of which will be kept about 2'-6" above tank top, the tanks extending up to "J" Deck, as in the case of the other service tanks.

The space under service tanks is provided in the case of the tanks in No. 4 Boiler Room, in order to isolate them from the fresh water tanks below.

Fresh water will be carried in all double bottoms and present fresh water tanks aft of Frame No. 150, including the two sections of after peak tanks, and, in addition, a new fresh water deep tank will be constructed from Frame No. 18 to Frame No. 38, and between Decks "J" and "K," and another new fresh water deep tank will be constructed between Frames Nos. 38 and 53, and between the inner shaft alleys on the tank top extending up to "K" Deck.

Wherever it may be necessary to change the location of existing piping, ventilation or blower ducts, electric wiring, manholes to tanks, etc., for the satisfactory installation of machinery and piping, or on account of changes to the structure as called for in these specifications, same is to be carried out by contractor to the entire satisfaction of the Agents.

Before installing any new work, all faying surfaces are to be thoroughly scaled, chipped and scraped, so as to clean off all mill scale, rust and paint.

All faying surfaces are to be brought metal to metal before riveting up, and in no case will the use of red lead for making work tight be approved.

When it is absolutely essential to resort to packing clips or stiffeners, braided lampwick soaked in Polmeric or other approved composition, is to be used.

Watertight or oiltight work of all structure shall be accomplished by means of riveting or tapping and caulking, electric welding to be permitted only where it is demonstrated to the Agent's satisfaction that riveting and caulking cannot be applied with a satisfactory result. Among others the latter is the case where the top of the fuel oil service tanks abreast the boiler rooms is to be connected oiltight to the shell plating. The bounding bar staples of these top plates in way of the frames must be welded to the shell plating and around the frames and the same is very likely also the case with the straight part of the bar. In the case of the cofferdam within the double bottom, frames 150-152, consideration shall be given to attaching the bounding bar of the new oiltight floor No. 152 to the shell plating by means of tap rivets, holes for which to be drilled so as to not completely pene-

trate the outside plating. This method may obviate the necessity of electric welding.

After all new work is completed, all steel work is to be thoroughly scaled, chipped and scraped, so as to clean off all mill scale, rust and paint in the interior of tank. Before closing up tank, interior steel surfaces of same are to be given a heavy coat of fuel oil.

The workmanship and material must conform to the requirements of the Steamboat Inspection Service, and of the American Bureau of Shipping, and must be satisfactory to the Agents. It is understood that in any dispute or difference the decision of the Agents shall be binding and final.

The arrangements and scantlings of all new construction in oil fuel and fresh water tanks, are to be made to meet the requirements of the rules of the American Bureau of Shipping, for a pressure due to a head of water up to the level of the "F" Deck.

In addition to the work in connection with building or rebuilding the bulkheads, etc., in way of the fuel oil and fresh water compartments, the construction of which is given in more or less details hereinafter, the contractor shall also perform the work necessary to bring the main watertight bulkheads Nos. 12, 38, 53, 76-86, 102, 126, 151, 174, 199 and 244 up to the requirements of the American Bureau of Shipping. This will mainly entail increasing the size of and the riveting in the heel brackets of the stiffeners for these bulkheads, in general as shown for bulkhead No. 151 on Dr. No. 231-3-2, in the Agent's possession. In some instances it may be required to increase or modify the stiffener head brackets and also to provide some extra local stiffening.

During survey of bulkheads, decks, etc., structure it was found that in several instances rivets have not been driven in all holes provided for them. Where such necessary rivets are detected, they shall be driven by the contractor.

It will be necessary to furnish certificates from the U. S. Steamboat Inspection Service, stating that the completed plant meets the requirements of all the laws and rules governing the subject, and from the American Bureau of Shipping, signifying that work under these specifications meets the requirements for the **Highest Classification** of the American Bureau of Shipping and Special Survey, during construction, before the installation will be accepted as complete.



## SECTION 2 FORE PEAK TANK

1. The present fore peak tank, which extends from stem to fore peak bulkhead, located at Frame No. 293, and up to the level of "K" Deck, is to be retained for the carriage of water ballast and additional stiffening to meet the requirements of the American Bureau of Shipping is to be fitted as shown on Dwg. No. 231-3-1.

2. The inside of tank is to be thoroughly scaled, chipped and scraped, so as to clean off all mill scale and paint in the interior of tank. Before closing up tank, interior surfaces of same are to be given two coats of cement wash.

3. The pockets in listening room between tank margin and shell plating are to be filled with cinder concrete, so as to make listening room self-draining towards centre suction.

## SECTION 3 DOUBLE BOTTOM OIL TANKS

1. The double bottom tanks extending from Frame No. 293 to Frame No. 152 are to be made oil tight; i.e., double bottom tanks Nos. 1, 2, 3, 4, 5, 6, 7 and 8 will be used for storage of oil fuel.

2. The tank tops are to be made oil tight.

3. All cement or bitumastic is to be chipped off the tank tops when same is to be oil tight; i.e., from all tank tops forward of Bulkhead No. 151.

4. Inside of double bottom tank forward of Frame No. 152, all cement wash is to be chipped off the floors and underside of tank top plating to bare metal.

5. The present concrete on shell of ship between the frames is to be retained, if same is in good solid condition and adheres firmly to shell plating, where otherwise, it is to be removed locally.

### 6. Cofferdam

A double bottom cofferdam is to be provided between Frames Nos. 150 and 152.

The present floor at Frame No. 152 is to be made oil tight by riveting patch plates over present openings. Frame bar connections to floor and shell and reverse bar connection to floor, and inner bottom, and angle to margin plate, and girders are to be made oil tight along their entire length.

A manhole for access to cofferdam is to be provided on each side of vessel, and the present longitudinal members, dividing double bottom tanks into wing and center tanks, are to have access openings cut into same inside of cofferdam, so that cofferdam will consist of only two instead of four separate compartments; i.e., one compartment on each side of keel, extending from center keelson to tank margin.

7. Suctions are to be provided as specified under Bilge System to take care of any accumulation of water or oil that may occur in cofferdam.

Vents carried up to the atmosphere through fidley are to be provided on each side of cofferdam.

8. Gutterway angles 6 inches x 3 inches x 1/2 inch are to be riveted to inner bottom aft of new oil tight bulkhead No. 226, and around service tanks in boiler rooms, in order to prevent the possible leakage of oil from spreading over tank tops in boiler rooms.

1 1/2 inch suctions from stripping pump lines are to be provided to these gutterways, fitted with proper cast steel hats.

## SECTION 4 DEEP TANK No. 17

1. The present deep tank which extends from Bulkhead No. 291 to Bulkhead No. 277, and from tank top to the level of "L" Deck, is to be made suitable for the carriage of oil fuel.

2. The present bulkheads at Frames Nos. 277 and 291, up to "L" Deck, are to be stiffened to make same equal in every respect to the requirements of the American Bureau of Shipping for a pressure due to a head of water up to the level of "F" Deck.

3. All seams, butts and boundary bars of Bulkheads Nos. 277 and 291, are to be made oil tight, along their entire length.

The present centre line girder forward of Bulkhead No. 277 is to remain intact, except that the column at Frame No. 286 is to be removed.

4. A new longitudinal swash bulkhead is to be worked between the inner bottom and the "L" Deck, extending from Bulkhead No. 277 to Bulkhead No. 291, placed about 18 inches to port of centre line to clear existing girder and columns.

Lightening holes 9 inches in diameter and access holes 20 inches x 24 inches are to be cut in swash bulkhead.

The connection to inner bottom and to bulkhead plating is to be by an angle. Between Frames Nos. 277 and 291, the connection to the "L" Deck is to be by intercostal angle clips.

5. The stiffeners are to be channels, in line with the new intermediate beams under "L" Deck, hereinafter specified. At the top, they are to be lapped and clipped to the beams and the lower end is to be carried over the boundary bar, and clipped to tank top.

#### 6. Transverse Swash Bulkheads

At Frames Nos. 281 and 286, there are to be worked transverse swash bulkheads between the inner bottom and the "L" Deck. Swash bulkheads are to be cut at the centre line swash bulkhead. Lightening holes of 9 inch diameter and access holes 20 x 24 inches are to be cut in bulkheads. The plating is to lap 3 inches onto the frame, and the beam. The connection to the inner bottom and to the margin plate is to be by an angle.

The stiffeners are to be channels, spaced about 30 inches apart. At the top, the stiffeners will be carried over the beam and connect thereto.

#### 7. "L" Deck

The "L" Deck is to be made oil tight from bulkhead No. 277 to bulkhead No. 291. All seams and butts and staple angles shall be made oil tight along their entire length.

The present hatches at Frames No. 277 to No. 280 on each side of centre line are to be plated over with  $\frac{1}{2}$  inch plating double riveted throughout. The coaming and headers are to be removed. The present short centre line section of beams Nos. 278 and 279 are to be removed and the rivet holes in deck riveted up and welded.

New intermediate beams are to be fitted between the existing beams. These beams are to be channels, fitted in two sections, and will extend from header near ship's side to the centre line swashes. They are to be secured to the centre line swashes by being lapped and clipped to stiffeners.

As a means of supporting the new intermediate beam ends, headers are to be installed between existing deck beams as shown on Dwg. No. 231-3-3.

### SECTION 5

#### DEEP TANK BETWEEN FRAMES Nos. 270 AND 277

1. The present refrigerating machinery space under the "L" Deck between Bulkheads Nos. 270 and 277 is to be converted and made suitable for the carriage of oil fuel.

All machinery within the above space is to be removed. Care is to be taken in the removal of same, so as not to damage the machinery and fittings in any way. The Agents will advise as to the action to be

followed in disposing of this machinery and fittings.

2. The present bulkhead at Frame No. 270 is to be stiffened to make same equal in every respect to the requirements of the American Bureau of Shipping for a pressure due to a head of water up to the level of the "F" Deck.

On account of the elimination of the protection afforded by the structure forming the trimming tank originally fitted below "J" Deck between No. 282 and No. 293, it is essential that bhd. No. 270 be made strong enough to withstand the strain should the compartment forward of it be flooded in case of an accident. In reconstructing the bulkhead it shall in all respects be made equal to requirements for a peak bulkhead, including the portion above "J" Deck.

Bulkheads Nos. 270 and 277 are to be renewed below "L" Deck.

3. All seams, butts and boundary bars of Bulkhead No. 270, below "L" Deck, are to be made oil tight along their entire length, and access opening from present escape trunk is to be permanently closed up with riveted plates, properly stiffened to meet the requirements of the Rules of the American Bureau of Shipping.

4. A new longitudinal swash bulkhead is to be worked from Bulkhead No. 270 to Bulkhead No. 277 near the centre line of vessel. Lightening holes of 9 inch diameter and access holes 20x24 inches are to be cut therein. The connection to the inner bottom is to be by an angle.

The stiffeners are to be channels in line with the new intermediate beams. At top, they are to be lapped and clipped to the beams and the lower end is to be carried over the boundary bar, and to take one rivet through same.

#### 5. Transverse Swash Bulkheads

**Swash No. 273.** A transverse swash bulkhead is to be worked on Frame No. 273 between the inner bottom and "L" Deck of similar construction to those on Frames Nos. 286 and 281, as described in Section No. 4, Paragraph 6. In way of the old side girder, the present column on Frame No. 273 is to be removed and a stiffener, consisting of two (2) channels back to back, is to be substituted. These channels are to be secured to the bulkhead plating in the same manner as the ordinary stiffeners, and one is to be carried over the girder angles and take at least eight (8) rivets through the girder angle, while the other will be cut short of girder, but arranged to form a bearing.

6. The "L" Deck is to be oil tight from Bulkhead No. 270 to Bulkhead No. 277. All seams and butts and staple angles are to be made oil tight along their entire length.

New intermediate beams are to be fitted between the existing beams, except between Frames Nos. 270 and 271 and Nos. 276 and 277. These beams are to be fitted in two sections, and will extend from header near ship's side to the centre line swashes. They are to be secured to the centre line swashes. On the port side, these beams will be riveted to the channel bulkhead stiffeners and on the other, to an angle clip on the bulkhead.

The present girders 11' 4" each side of the centre line, extending from Frames Nos. 270 and 276, are to be retained. A double channel column is to be installed at end of partial existing side girder at Frame No. 276. One channel will be carried up onto the girder angle and connected with eight (8) rivets. The other will be cut short, but is to form a bearing for the girder. The connection at the bottom will be by double angle clips with six (6) rivets in each leg. As a means of supporting the new intermediate beam ends, headers are to be installed between existing deck beams as shown on Dwg. No. 231-3-3.

7. A gutterway angle is to be fitted on "L" Deck about 12 inches forward of Bulkhead No. 270. This bar to be a 6 x 3½ inch angle and to be connected to the deck plating with ¾ inch diameter rivets, spaced 3¾ inches on centres, and caulked. Drainage from the above gutterway to drainage tanks in deep tanks is to be provided.

8. Ceiling is to be laid on the "L" Deck between Bulkheads Nos. 293 and 270. Ceiling to be 2½ inch spruce, laid in removable sections on 2 inch battens, spaced 12 inches apart.

9. Sheathing is to be fitted on after side of Bulkhead No. 293 and the forward side of Bulkhead No. 270 between "L" and "K" Decks. The sheathing is to be 2 inch spruce, and is to be secured to 3 inch spruce furring strips. These furring strips are to be bolted to the standing flanges of the bulkhead stiffeners, with ¾ inch diameter bolts, spaced 12 inches on centres.

## SECTION 6

### DEEP TANKS Nos. 18 and 19

1. The present trimming tanks, which are located between Frames Nos. 282 and 293 and between "J" and "K" and "K" and "L" Decks respectively, are to be eliminated and the space, thus obtained, utilized for cargo.

#### 2. W. T. Bulkhead No. 282.

The present bulkhead is to be removed between the "L" and the "J" Decks. The bulkhead plating is to be cut off 13½ inches below the

"J" and "K" Decks, so as to permit the fitting of a 3½ x 3½ x ½ inch reverse bar to form lower flanges of the beams. The angles to be riveted to the plating with ¾ inch rivets, spaced 4½ inch centres. The deck connection angles on the "K" and "L" Deck are to have the standing flange cut off only.

3. The centre like bulkheads between "K" and "L" and "J" and "K" Decks, respectively, and extending from Frame No. 282 to Frame No. 293 are to be removed.

4. In removing centre line bulkhead in Tank No. 18 (i. e., between "L" and "K" Decks) extending from Bulkhead No. 283 to No. 293, the plating is to be cut off 6 inches below the bottom of the beams. A girder consisting of a 6"x3½"x15 lbs. channel is to be worked on under side of beams using the existing bulkhead plate as a girder plate. Columns consisting of 7" O. D. tubular pillars are to be fitted at Frames Nos. 282, 284, 286, 288 and 290. The present access opening through "K" Deck is to be plated over with a ¾ inch patch plate single riveted with ¾ inch diameter rivets, spaced 3¾ inches on centres or old holes may be used.

5. In removing centre line bulkhead in Tank No. 19 (i. e., between "K" and "J" Decks) extending from Bulkhead No. 282 to No. 293, the plating is to be cut off 6 inches below the bottom of the beams and a girder worked exactly similar to that specified above under the "K" Deck. The location and size of columns is to be identical.

The two existing raised manholes on the "J" Deck are to be removed and opening plated over with a ¾ inch patch plate, single riveted with ¾ inch diameter rivets, spaced 3¾ inches on centres or old holes may be used.

The side tanks on "J" Deck, Frames Nos. 282 to 293, originally a part of the trimming tank below "J" Deck, shall be removed and the holes in "J" Deck within them plated over. A portion of the top plating shall be retained to form a stringer, corresponding to similar structure just aft of No. 282. At No. 293 the top plating shall be shaped so as to form a suitable bracket connection between the bulkhead and stringer.

#### 6. Removal of Ballast

All the present portable iron, lead or concrete ballast amounting to about 1200 tons on the "L" Deck between Frames Nos. 281 and 270, as well as that in Nos. 18 and 19 tanks, and all that in the hold (i. e., No. 17) is to be removed from the ship and placed on pier or lighter, as directed by Agents; same to be removed, however, only on the specific written authority of the Agents.

## SECTION 7

## DEEP TANKS BETWEEN BULKHEADS Nos. 245 and 270

1. The space between "K" Deck and inner bottom, extending from present Bulkhead No. 245 to Bulkhead No. 270, is to be made suitable for the carriage of oil fuel.

2. The space thus provided is to be divided into six (6) deep storage tanks, by means of the introduction of one new centre line and two new transverse bulkheads, as described hereinafter.

3. The present Bulkheads Nos. 245 and 270 are to be stiffened to make same equal in every respect to the requirements of the American Bureau of Shipping for a pressure, due to a head of water up to the level of "F" Deck. The equalizing duct on after side of bulkhead No. 245, between Wing Tanks No. 24 will be retained but will be divided about centre line.

All seams, butts and boundary bars of existing bulkheads, are to be made oil tight along their entire length.

4. New oil tight transverse bulkheads are to be fitted at Frames Nos. 253 and 261.

These bulkheads are to be continuous from side tank to side tank, and from tank top to underside of "K" Deck.

5. A new oil tight longitudinal centre line bulkhead is to be fitted, extending from Frame No. 245 to Frame No. 270, between pipe tunnel top and underside of "K" Deck. This longitudinal bulkhead is to be intercostal between the transverse oil tight bulkheads, described in the previous paragraph, and will sub-divide present equalizing duct on after side of Bulkhead No. 245.

## 6. Decks

The present wooden decking from Frame No. 245 to Frame No. 270 on the existing "L" Deck beams is to be removed.

All sheathing, piping, etc., in the present refrigerating spaces, between inner bottoms and "K" Deck, between Frames Nos. 245 and 270, are to be removed.

The "L" Deck beams, in the above deck spaces, which are to be removed, are at present split on centre line of vessel and attached to a vertical plate extending from tunnel top to underside of wooden "L" Deck. This plate will be replaced by new longitudinal bulkhead, described above.

7. The present deck beams under "K" Deck are to be cut at centre line, and bracketed to new centre line bulkhead.

8. Between Bulkheads Nos. 245 and 270, the "K" Deck is to be oil tight. All present openings are to be plated over with  $\frac{1}{2}$  inch

plating, double riveted, and deck beams brought up to full strength. New intermediate beams are to be fitted between the present ones. These are to be cut and bracketed to the new oil tight centre line bulkhead. The new beams will be so fitted as to receive support from the present girders. At wing tanks, the beams are to be bracketed.

9. The seams and butts of all oil tight decks are to be made of tight along their entire length.

All the present concrete on oil tight decks or decks within oil tanks is to be chipped off clean to bare metal.

All deck beams, new and old, will be cut and bracketed at new longitudinal oil tight bulkheads.

## 10. Gutterways

A 6 x 3 x  $\frac{1}{2}$  inch angle is to be riveted to the "K" Deck just forward of Bulkhead No. 245. Drainage from gutterway to drainage box in deep tanks is to be provided.

11. Ceiling is to be laid on the "K" Deck from Bulkhead Nos. 245 to 270. This ceiling is to be laid in removable sections on battens 2 inches thick, and about 12 inches apart laid athwartships. Ceiling to be about 2 $\frac{1}{2}$  inch spruce.

12. Bulkhead No. 245 is to be fitted with sheathing in cargo spaces. Between "K" and "J" Decks the sheathing will be of 2 inch spruce and will be secured to 3 inch furring strips. The furring strips will be bolted to the standing flange of the bulkhead stiffeners, with  $\frac{3}{8}$  inch bolts, spaced about 12 inches apart.

## 13. Transverse Swash Bulkheads.

New transverse swash bulkheads are to be installed at Frames Nos. 249, 257 and 265, and are to extend from wing tanks to centre line bulkhead on each side of ship, and from inner bottom to "K" Deck.

The swash bulkheads are to have single riveted seams and butts. Holes about 9 inches in diameter are to be cut between stiffeners, spaced about 30 in. apart center to center. The holes are to be staggered so as to form an obstruction to the surging of the oil. Stiffeners will be spaced 30 inches apart, and carried over the boundary bars, so as to take a rivet through same.

## 14. Longitudinal Swash Bulkheads.

New longitudinal swash bulkheads are to be installed continuous between O. T. transverse bulkheads Nos. 245 and 253, about 15' 0" off centre line on each side of vessel and between O. T. transverse bulkheads Nos. 253 and 261, about 11' 0" off centre line on each side of vessel.

Lightening holes of 9 inch diameter are to be cut in these bulkheads, spaced 30 inches apart centre to centre. Care is to be taken to stagger the holes so as to break up the swash of oil. The connection to the bottom, deck, transverse bulkheads and swashes in hold and 'tween decks will be by an angle. All the stiffeners are to be channels, spaced 36 inches. All stiffeners will be carried over and riveted to the boundary bars at top and bottom, and connected to bulkhead. Where stiffeners are in line with deck beams, they are to be connected back to back to same.

#### 16. Vertical Pipe and Escape Trunks.

The vertical pipe and escape trunks on after side of Bulkhead No. 270 are to be stiffened to make same equal, in every respect, to the requirements of the Rules of the American Bureau of Shipping, for a pressure due to a head of water up to the level of "F" Deck. All caulking edges below "K" Deck to be made oil tight.

At the level of "H" deck there is to be built a recess in bulkhead separating pipe and escape trunks to accommodate observation tank as specified in Part II, Section 6.

At the bottom of escape trunk, there is to be provided a manhole between Frames Nos. 269 and 270, for access to No. 1 Double Bottom Tank.

#### 16. Pipe Tunnel Between Frames Nos. 245 and 270.

The present pipe tunnel is to be stiffened, as may be required to make same equal, in every respect, to meet the requirements of the Rules of the American Bureau of Shipping, for a pressure due to a head of water up to "F" Deck. All caulking edges are to be made oil tight.

#### 17. Wing Tanks.

Sheathing of 2 inch spruce is to be fitted on the side and tops of the wing tanks above "K" and "J" Decks from Frames Nos. 245 to 270. Sheathing to be secured to 3 inch furring strips bolted to standing flange of the new longitudinal stiffeners on inboard sides of wing tanks. Air space to be properly ventilated.

#### 18. Drain Tanks for Drainage from "J" and "K" Decks.

In order to take care of the drainage from the "L" Deck between Bulkheads Nos. 270 and 293, there is to be constructed on the port side of vessel, between Frames Nos. 268 and 270, a rectangular box of oil tight construction, 6' 0" long, 2' 9" wide, and about 10' 0" high.

This box to be divided into two separate W. T. compartments, the upper one being 4' 0" in depth, and the lower 6' 0" deep.

Each compartment is to be provided with a manhole to provide access to box from the inside of forward pipe tunnel.

The upper box is provided to take the drainage from the "J" Deck between Frames Nos. 270 and 293, and the lower box to take the drainage from the "K" and "L" Decks between Frames Nos. 270 and 293. It is understood that the methods of draining decks above "J" Deck will remain as installed.

19. In order to take care of the drainage from above "K" Deck between Bulkheads Nos. 245 and 270, there is to be constructed on the port side of vessel between Frames Nos. 248 and 252 a rectangular box, of oil tight construction, 12' 0" long, 3' 0" wide, and 4' 0" high.

This box to be divided into two separate W. T. compartments, each extending 6' 0" fore and aft.

Each compartment is to be provided with a manhole, to provide access to box from the inside of pipe tunnel.

The forward box is provided to take the drainage from "J" Deck, between Frames Nos. 245 and 270, and the after box to take the drainage from "K" Deck between Frames Nos. 245 and 270.

It is understood that the method of draining decks above "J" Deck will remain as installed.

### SECTION 8

#### DEEP TANKS BETWEEN BULKHEADS Nos. 224 and 245

1. The space between "J" Deck and inner bottom, extending from present bulkhead No. 224 to Bulkhead No. 245, is to be made suitable for the carriage of oil fuel.

2. The space, thus provided, is to be divided into five (5) deep storage tanks and two (2) new service supply pump rooms, by means of the introduction of two new transverse bulkheads under "K" Deck at Frames No. 226 and 236, one new longitudinal bulkhead between Frames Nos. 236 and 245 on centre line of vessel, and two new longitudinal bulkheads, one on each side of vessel between Frames Nos. 224 and 236. The existing bulkhead No. 236 below "K" deck is to be removed.

3. The bulkheads are to be stiffened to make same equal in every respect to the requirements of the American Bureau of Shipping, for a pressure due to a head of water up to the level of "F" Deck.

Where existing bulkheads are required to be made oil tight, all seams, butts and bounding bars of the same shall be made oil tight for their entire length.

Bulkhead No. 236—"K" Deck to "J" Deck. The existing partial bulkhead at Frames Nos. 234 and 235 is to be removed and a new bulkhead fitted at Frame No. 236 from wing tank to wing tank. Stiffen-



ers are to be spaced twenty-four inches (24") maximum, and bracketed top and bottom. At "J" Deck, bulkhead plating is to be riveted to present deck beam with single lap. Intermediate rivets to be driven between present rivets in flange of beam to deck and beam caulked heel and toe, and electric welded, if necessary.

4. The present forward bulkhead of recess at after end of pipe tunnel is to be removed and replaced by a new oil tight bulkhead on Frame No. 226, extending from tank top to "K" Deck, except in way of recess, where bulkhead will only extend to top of recess, and from wing tank to wing tank. New bulkhead is to be arranged, so that present watertight doors in Bulkhead No. 226 can be readily reinstalled, if oil tanks are reconverted to coal bunkers.

In this manner there will be provided two (2) new pump rooms below "K" Deck between Frames Nos. 224 and 226, extending inboard from wing tanks to inboard bulkhead of existing pump rooms.

5. New longitudinal oil tight bulkheads are to be fitted as follows:

The present section of centre line bulkhead, between Bulkheads Nos. 236 and 245, is to be made oil tight, and stiffened to meet the requirements of the Rules of the American Bureau of Shipping.

Two new longitudinal O. T. bulkheads are to be constructed extending from Frame No. 224 to No. 236 and from inner bottom to "K" Deck, and from "K" to "J" Decks. These bulkheads are to be about fifteen (15) feet off centre line and in line with the recess sides in Bulkhead No. 224.

#### 6. Transverse Swash Bulkheads.

Transverse swash bulkheads will be installed at the following locations:

Frame No. 228. In the outboard tanks only.

(Inner bottom to "J" Deck.)

Frame No. 230. In the centre tank only.

(Inner bottom to "J" Deck.)

Frame No. 232. In the outboard tanks only.

(Inner bottom to "J" Deck.)

Frame No. 241. From wing to wing.

(Inner bottom to "J" Deck.)

The bulkheads are to have single riveted seams and butts. Holes about 9 inches in diameter are to be cut between stiffeners, spaced about 30 inches apart centre to centre. The holes are to be staggered so as to form an obstruction to the surging of the oil. The connections to the inner bottom and wing tanks in the hold are to be angles. To decks and longitudinal bulkheads, boundary bars are to be angles. All

stiffeners will be channels, spaced 30 inches apart, and carried over the boundary bars, so as to take a rivet through same.

#### 7. Longitudinal Swash Bulkheads.

New longitudinal swash bulkheads are to be installed continuous between O. T. transverse bulkheads, as follows:

Up to "J" Deck Frames Nos. 224 to 236, 24' 0" off centre line each side.

Up to "J" Deck Frames Nos. 236 to 245, 15' 0" off centre line each side.

Lightening holes of 9 inches diameter are to be cut in these bulkheads, spaced 30 inches apart, centre to centre. Care is to be taken to stagger the holes, so as to break up the swash of oil. The connection to the inner bottom, deck, transverse bulkheads and swashes in hold and 'tween decks will be by angles. All the stiffeners are to be spaced 36 inches apart. All the stiffeners will be carried over and riveted to the boundary bars at top and bottom. Where stiffeners are in line with deck beams, they are to be connected back to back to same.

The present bulkhead on the centre line between Frames Nos. 224 and 236 is to be made into a swash by cutting 9 inch diameter holes between the present stiffeners.

#### 8. Pipe Tunnel Between Frames Nos. 226 and 245.

The present pipe tunnel is to be stiffened as may be required to make same equal in every respect to meet the requirements of the Rules of the American Bureau of Shipping for a pressure due to a head of water up to the "F" Deck.

#### 9. New Upper Pipe Tunnel.

There is to be constructed on the centre line of vessel, between Bulkheads Nos. 224 and 245, a new tunnel, 4' 6" wide, extending from "J" to "K" Decks, of oil tight construction.

This new pipe tunnel will terminate at its forward end in a new pipe trunk 4' 6" x 4' 6", to be constructed on the forward side of Bulkhead No. 245, and to be carried up to the underside of "F" Deck, and a light enclosure will be constructed between "E" and "F" Decks under companionway.

The after end of tunnel to be provided with a watertight door of the hinged type.

This tunnel is to be utilized for the steam and exhaust piping to forward deck machinery, as described in PART II, SECTION 13.

#### 10. Decks.

The seams and butts of all oil tight decks are to be made oil tight along their entire length.

All the present concrete on oil tight decks or decks within oil tanks is to be chipped off clean to bare metal.

All deck beams, new and old, will be cut and bracketed at new longitudinal oil tight bulkheads.

**11. "K" Deck.**

"K" Deck will be non oil tight between Bulkheads Nos. 224 and 245. Drainage holes are to be cut between the beams sufficient in size and number to allow a free flow of oil to the pump suction and to allow the deck to drain dry. The present large hatch openings are to be plated over in way of pipe tunnel. All new deck beams, required in connection herewith, are to be riveted to the deck plating with  $\frac{3}{4}$  inch rivets, spaced  $4\frac{1}{2}$  inch centres. Beams are to be cut and bracketed at the oil tight longitudinal bulkheads, as previously specified.

**12. "J" Deck.**

"J" Deck from Bulkheads Nos. 224 to 245 is to be oil tight. All the present openings to be plated over with 7/16 inch plating, double riveted, and deck beams in way of hatches made equal in strength to the surrounding structure. New intermediate beams are to be fitted between the present beams. These will be channels and are to be cut and bracketed at all the longitudinal oil tight bulkheads and at wing tank sides. The new beams are to be so fitted as to receive support from the present girders.

**13. Access to Nos. 2 and 3 Double Bottom Tanks.**

One each side of pipe tunnel, there are to be constructed oil tight compartments extending about 4' 0" above tank top and fore and aft from Frame No. 243 to Bulkhead No. 245.

There are to be manholes provided into both sides of Nos. 2 and 3 Double Bottom Tanks, between Frames Nos. 244 and 245, and Frames Nos. 243 and 244, respectively. Access to compartments will be from interior of pipe tunnel, where openings of ample size will be provided in tunnel side.

## SECTION 9

### Nos. 23 and 24 WING TANKS

1. The wing tanks are to form separate oil tanks extending from Frames Nos. 224 to 245, and Nos. 245 to 270, and from margin plate to top of tanks above "J" Deck. All the seams and butts of the inner plating and all staples around frames and beams and boundary angles are to be made oil tight along their entire length.

2. The double bottom margin plate is to be made oil tight along butts and margin bar connections.

3. Present stiffeners on inner plating of wing tanks are to be tied to shell framing to the requirements of the American Bureau of Shipping as shown on plans.

4. New oil tight bolted plate manholes fitted with chains will be provided at top at each end of the wing tanks for access, and suitable ladders will be provided. The present manholes in hold and 'tween decks will be closed with riveted patch plates. A total of eight (8) manholes will be provided.

5. A 6 x 3 x  $\frac{1}{2}$  inch angle is to be riveted to inner bottom, about 24 inches aft of Bulkhead No. 226, to form a gutterway.

6. Ceiling is to be laid on the "J" Deck from Bulkheads Nos. 224 to 245. This ceiling is to be laid in portable sections, on battens 2 inches thick, and about 12 inches apart, laid athwartships. Ceiling to be about  $2\frac{1}{2}$  inch spruce.

Sheathing of 2 inch spruce is to be fitted on the sides and tops of the wing tanks, above "J" Deck from Frames Nos. 224 to 245. Sheathing to be secured to 3 inch furring strips. Air space to be properly ventilated.

## SECTION 10

### NEW SERVICE PUMP ROOMS

1. In each of the four (4) boiler rooms on each side of the vessel, there are to be provided spaces for the accommodation of the service pumps, eight (8) pump rooms in all to be located as follows

2. In No. 1 Boiler Room, there will be provided one pump room on each side of vessel, between present pump room bulkhead on Frame No. 202 and a new screen bulkhead to be constructed on Frame No. 205, extending from shell and tank top to longitudinal bunker bulkhead and "K" Deck.

The top of pump room to be constructed of light plating, properly stiffened, and to be provided with bolted plates, where necessary, for the removal of service pump pistons.

Screen bulkhead to be constructed of  $\frac{3}{8}$  inch plate, stiffened with vertical 5 x 3 x  $\frac{3}{8}$  inch angles, spaced about 2' 6" centres.

Hinged access door, fitted with lock, to be provided.

3. In No. 2 Boiler Room, there will be provided one pump room on each side of vessel between present pump room bulkhead on Frame No. 197 and a new screen bulkhead to be constructed on Frame No. 194, extending from shell and tank top to longitudinal bunker bulkhead and "K" Deck.

The top of pump room to be constructed of light plating, properly stiffened, and to be provided with bolted plates, where necessary, for the removal of service pump pistons.

Screen bulkhead to be constructed of  $\frac{3}{8}$  inch plate, stiffened with vertical  $5 \times 3 \times \frac{3}{8}$  inch angles, spaced about 2' 6" centres.

Hinged access door, fitted with lock, to be provided.

4. In No. 3 Boiler Room, there will be provided one new pump room on each side of vessel between present pump room bulkhead on Frame No. 154 and a new screen bulkhead to be constructed on Frame No. 157, extending from shell and tank top to longitudinal bunker bulkhead, and up to 4' 0" below "K" Deck. The top of pump room to be constructed of light plating, properly stiffened, and to be provided with bolted plates, where necessary for the removal of service pump pistons.

Screen bulkhead and pump room top to be constructed of  $\frac{3}{8}$  inch plate, bulkhead to be stiffened with vertical  $5 \times 3 \times \frac{3}{8}$  inch angles, spaced about 2' 6" centres, and top by means of two (2)  $6 \times 3\frac{1}{2} \times 3\frac{1}{2}$  x 15 lbs. channels, properly attached to Frames Nos. 155 and 156, and corresponding stiffeners on longitudinal bunker bulkhead.

Hinged access door, fitted with lock, to be provided.

5. In No. 4 Boiler Room, there will be provided one new pump room on each side of vessel between present pump room bulkhead on Frame No. 149 and a new screen bulkhead to be constructed on Frame No. 146, extending from shell and tank top to longitudinal bunker bulkhead and up to 4' 0" below "K" Deck.

The top of pump room to be constructed of light plating, properly stiffened, and to be provided with bolted plates, where necessary, for the removal of service pump pistons.

Screen bulkhead and pump room top to be constructed of  $\frac{3}{8}$  inch plate, bulkhead to be stiffened with vertical  $5 \times 3 \times \frac{3}{8}$  inch angles, spaced about 2' 6" centres, and top by means of two (2)  $6 \times 3\frac{1}{2} \times 3\frac{1}{2}$  x 15 lbs. channels, properly attached to Frames Nos. 148 and 147, and corresponding stiffeners on longitudinal bunker bulkhead.

Hinged access door, fitted with lock, to be provided.

## SECTION 11

### NEW SERVICE TANKS

1. In each of the four (4) Boiler Rooms, there are to be provided two (2) fuel oil service tanks, one on each side of vessel, located as described in detail in the following paragraphs:

#### 2. No. 1 Boiler Room.

The two (2) service tanks in No. 1 Boiler Room will extend fore and aft between new oil tight bulkheads to be constructed at Frames Nos. 217 and 209 athwartships between shell and longitudinal bulkhead, and vertically from the present double bottom to the "J" Deck.

The "J" Deck from Bulkhead No. 217 to Frame No. 209 is to be made oil tight by riveting plates properly stiffened over the present coaling openings.

The present longitudinal bunker bulkhead is to be made oil tight in way of new service tanks, and properly stiffened.

All seams, butts, boundary bars and toe and heel of angle bars to shell in way of oil tight work are to be made oil tight.

Vents from double bottom tanks, fresh water filling lines, or scuppers coming through space to be occupied by service tanks, are to be eliminated or rearranged in accordance with the requirements of PART II of these specifications.

#### 3. No. 2 Boiler Room.

The two service tanks in No. 2 Boiler Room will extend horizontally between two (2) new oil tight bulkheads to be constructed on Frames Nos. 184 and 191, respectively, between present web frames and longitudinal bulkhead, and vertically from the present double bottom to "J" Deck.

The "J" Deck from Bulkhead No. 184 to Frame No. 191 is to be made oil tight by riveting plates, properly stiffened, over the present coaling openings.

The present longitudinal bunker bulkhead is to be made oil tight in way of new service tanks, and properly stiffened.

All seams, butts, boundary bars and toe and heel of angle bars to shell in way of oil tight work are to be made oil tight.

Vents from double bottom tanks, fresh water filling lines, or scuppers coming through space to be occupied by service tanks, are to be eliminated or rearranged in accordance with the requirements of PART II of these specifications.

#### 4. No. 3 Boiler Room.

The two service tanks in No. 3 Boiler Room will extend horizontally between two (2) new oil tight bulkheads to be constructed on Frames Nos. 159 and 166, respectively, between present web frames and longitudinal bulkhead, and vertically from the present double bottom to "J" Deck.

The "J" Deck from Bulkhead No. 159 to Frame No. 166 is to be made oil tight by riveting plates, properly stiffened, over the present coaling openings.

The present longitudinal bunker bulkhead is to be made oil tight in way of new service tanks, and properly stiffened.

All seams, butts, boundary bars and toe and heel of angle bars to shell in way of oil tight work are to be made oil tight.

Vents from double bottom tanks, fresh water filling lines, or scuppers coming through space to be occupied by service tanks, are to be eliminated or rearranged in accordance with the requirements of PART II of these specifications.

#### 5. No. 4 Boiler Room.

The two service tanks in No. 4 Boiler Room will extend fore and aft from Frame Nos. 135 to 144, vertically from about 2' 6" above tank top at longitudinal bunker bulkhead to "J" Deck, and athwartships from longitudinal bunker bulkheads to within 3' 0" of the inner face of web frames.

In the case of these two tanks, the ends, outboard sides and bottoms will be entirely new construction.

The bottoms of these tanks are to be kept clear of double bottom tank tops, inasmuch as the latter in way of No. 4 Boiler Room will be used for fresh water exclusively, and it is desired to prevent the possible leakage of oil into these tanks.

The "J" Deck from Bulkhead No. 135 to Bulkhead No. 144 is to be made oil tight by riveting plates, properly stiffened, over the present coaling openings.

The present longitudinal bunker bulkhead is to be made oil tight in way of new service tanks, and properly stiffened.

All seams, butts, bounding bars and toe and heel of angle bars to shell in way of oil tight work are to be made oil tight.

Vents from double bottom tanks in way of service tanks in No. 4 Boiler Room are to be rearranged, so as to come entirely outside of tank.

#### 6. Cleaning.

The inner bottom, shell and coal bunker bulkhead are to be thoroughly chipped, scaled and cleaned to bare metal in way of the Settling Tanks before construction is commenced, and interior coated with fuel oil before closing up.

#### 7. Access.

Two raised O. T. manholes with hinged covers are to be provided on the "J" Deck to each Settling Tank. An access ladder is to be provided at each manhole. These manholes are to be riveted to portable riveted patch plate to allow of these tanks to be easily converted for coal. A portable riveted plate to be fitted to end bulkheads of Settling

Tanks to allow coal to be removed at the fire room floor level. The total number of such manholes to be fitted will be sixteen (16).

In addition, one bolted manhole plate is to be provided in portable riveted plates to be fitted to end bulkheads for use in cleaning tanks.

#### 8. Arrangements for converting back to coal.

All present coal ports and trunks, except trunks in way of filling stations, will be retained.

All service tank ends will have the stiffeners so arranged and patch plates provided, so that service tanks can be used for coal, if so desired.

Generally, removable plates will be fitted wherever, in the Agent's opinion, they are necessary to allow the tanks to be readily converted to coal bunkers.

### SECTION 12

#### BOILER FEED WATER TANKS

1. The Nos. 9 and 10 wing and centre, and No. 11 wing double bottom tanks will be used for boiler feed water. Their total capacity will be about 1078 tons of fresh water.

2. A double bottom cofferdam is to be provided between Frames Nos. 150 and 152. The present floor at Frame No. 152 is to be made oil tight by riveting patch plates over present openings. Frame bar connections to floor and shell and reverse bar connections to floors and inner bottom, and angle to margin plate and girders, are to be made oil tight along their entire length.

3. The arrangements for handling contents of these fresh water tanks are to be made in accordance with the requirements specified under PART II, SECTION No. 20.

4. Tanks are to be chipped and scaled thoroughly on the inside, and they are to have all rust removed and be given two (2) coats of cement wash, all dirt must be removed from interior of tank.

5. Any broken cement on bottom of tanks is to be removed and new cement put in.

### SECTION 13

#### WASHING WATER TANKS

1. The No. 11 centre and the Nos. 12, 13 and 14 double bottom tanks, and the after peak tank, extending from Frame No. 2 to Frame No. 29, are to be used for the carriage of fresh water for washing pur-

poses. These tanks have a total combined capacity of about 1667 tons of fresh water.

2. The arrangements for handling contents of these compartments are to be in accordance with the requirements specified under PART II, SECTION No. 20.

3. Tanks are to be chipped and scaled thoroughly on the inside; they are to have all rust removed, and be given two (2) coats of cement wash. Before applying cement wash, all dirt must be removed from interior of tanks.

4. Any broken cement on bottom of tanks is to be removed and new cement put in.

### SECTION 14

1. The present No. 22 wing tanks outboard of shaft alleys, extending fore and aft between Frames Nos. 64 and 76, are to be arranged for the carriage of drinking water, exclusively.

2. Tanks are to be chipped and scaled thoroughly on the inside; they are to have all rust removed, and are to be given two (2) coats of cement wash. Before applying cement wash, all dirt must be removed from interior of tank.

3. In addition to the above tanks, the spaces enumerated below are to be arranged for the carriage of fresh drinking water, exclusively.

1st—A new drinking water tank to be constructed between inner bottom and "K" Deck, and extending fore and aft from Bulkhead No. 53 to Bulkhead No. 38, and athwartships between inboard sides of inboard shaft alleys.

2nd—A new drinking water tank to be constructed between "K" and "J" Decks, extending fore and aft from Bulkhead No. 38 to Bulkhead No. 18, and athwartships from side to side of vessel.

The installation of these tanks is to be carried out in accordance with the following specifications, and as shown on Drawing No. S-231-102-D, and is to be in accordance in every respect with the requirements of the Rules of the American Bureau of Shipping, for a pressure due to a head of water up to highest point to which water has access in overflow pipes.

#### 4. Longitudinal Swash Bulkheads.

In the "K" and "J" 'tween decks from Bulkhead No. 38 to Frame No. 26 and 11' 5½" off the centre line on each side, there is to be fitted a longitudinal continuous swash bulkhead.

#### 5. Transverse Swash Bulkheads.

Swash No. 47½. A transverse swash bulkhead will be worked at Frame No. 47½ between the inner bottom and the "K" Deck.

6. Swash No. 43½. A transverse swash bulkhead is to be worked between the inner bottom and the "K" Deck on Frame 43½.

7. Swash No. 33. A transverse swash bulkhead is to be worked between the "K" and "J" Decks on Frame No. 33.

Swash No. 26. A transverse swash bulkhead between the "K" and the "J" Decks is to be fitted on Frame No. 26.

#### 8. Watertight Decks.

(a) "K" Deck. The "K" Deck is to be made water tight from Frame No. 53 to Frame No. 18. The present bolted section between Frames Nos. 30 and 33 is to be riveted up. Providing the deck staples cannot be made absolutely water tight by caulking, the seams and butts may be welded by the electric process. The present hatch between Frames Nos. 38 and 43 is to be plated over with 7/16 inch plating, double riveted with ¾ inch rivets, spaced 3 inches on centres.

9. (b) "J" Deck. The "J" Deck will be made water tight from bulkhead No. 38 to Bulkhead No. 18.

New staples will be worked around all frames. Where possible the existing rivet holes in shell are to be used.

The present hatch, extending from Frame No. 26 to Frame No. 31, and the present stairway opening from Frame No. 26 to Frame No. 24 are to be plated over with 15/32 inch plating, double riveted throughout. The beam headers between Frames Nos. 26 and 24 are to be removed and the coaming plates from Nos. 26 to 31 are likewise to be removed. The plating is to be arranged as shown on the plan to facilitate removal.

10. All concrete on the "J" Deck between Bulkheads Nos. 38 and 18 is to be completely removed and deck cleaned and chipped to bare metal.

### SECTION 15

#### BOILER ROOM ENTRANCES AND BULKHEAD OPENINGS, ETC.

1. The present water tight doors, for forced draft system, in Bulkheads Nos. 126, 151, 174 and 199 are to be removed and water tight patch plates properly stiffened to meet the requirements of the Rules of the American Bureau of Shipping are to be fitted and riveted, and caulked for water tight work.

2. The present water tight doors in Bulkheads Nos. 151, 174 and 199, on centre line of vessel, for present ventilating system, are to be removed and water tight patch plates, properly stiffened to meet the requirements of the Rules of the American Bureau of Shipping, are to be fitted and riveted, and caulked for water tight work.



3. The present means of access to 'tween deck spaces, above Nos. 1 and 2 Boiler Rooms, is through small hinged doors and is not considered satisfactory.

These doors are to be changed, so as to provide proper access to spaces between "G" and "H" Decks.

Air locks are to be constructed between "G" and "H" Decks to provide access to boiler compartments but such air locks are not to interfere with access to the "H" 'tween Deck compartments through the entrances referred to above.

4. The coaling gear comprising overhead trolleys in all 'tween deck bunkers, and distributing machine in after 'tween deck bunker is to be removed.

## SECTION 16

### NEW BLOWER ROOMS, ETC., FOR Nos. 2 and 3 BOILER ROOMS

#### 1. No. 2 Boiler Room.

Above No. 2 Boiler Room, between "H" and "G" Decks, there is to be constructed a new blower room to accommodate the blowers for supplying air to this Boiler Room, as described under PART II, SECTION No. 16.

#### 2. Supply Ducts for No. 2 Boiler Room.

The air supply to this forced draft blower room will be taken from the outer atmosphere through two new down-takes, to be constructed between Frames Nos. 207 and 209.

From the "G" to the "F" Decks, these down-takes are to be of rectangular form, but from "F" Deck to above the "A" Deck, they are to take the shape of the existing stair wells in No. 1 Stairway, through which they are to be led.

In designing these ducts, it is essential that the same be accomplished with a view to obtaining an arrangement which, while satisfactory in every respect as far as mechanical efficiency is concerned, shall also be such as to provide for a pleasing, harmonious appearance to the stairway, when completed. It will be necessary for the contractor to submit, for approval, plans showing detailed construction.

The structure of the ducts is to be arranged to provide support for stairways, and platforms, which at present are inadequately supported.

Below the "E" Deck, the ducts are to be of water tight construction and the scantlings are to be in accordance with the requirements of the Rules of the American Bureau of Shipping, for a pressure due to a head of water up to the "F" Deck.

#### 3. Blower Room for No. 2 Boiler Room.

The present water-tight bulkhead between "H" and "G" Decks, on Frame No. 199, is to be removed for a distance of about 5' 0" to port of centre line of vessel and for a distance of about 13' 0" to starboard of centre line.

From the limits of the opening thus provided, three (3) new water tight bulkheads are to be constructed, one on each side extending from present water tight bulkhead on Frame No. 199 to forward side of new supply ducts, and one extending athwartships on Frame No. 209 between the outer sides of new ducts.

The scantlings of these bulkheads are to be in accordance with the Rules of the American Bureau of Shipping for a pressure due to a head of water up to the "E" Deck.

The after side of new blower room will consist of light steel screen bulkhead at centre line of vessel at Frame No. 191, and extending forward diagonally to meet corners of present fidley casing on Frame No. 196.

#### 4. No. 3 Boiler Room.

Above No. 3 Boiler Room, between "H" and "G" Decks, there is to be constructed a new blower room to accommodate the blowers for supply air to this Boiler Room as described under PART II, SECTION No. 16.

#### 5. Supply ducts for No. 3 Boiler Room.

The air supply to this forced draft blower room will be taken from the outer atmosphere, through two (2) new down-takes to be constructed between Frames Nos. 164 and 166.

These ducts are to be of rectangular shape with rounded corners, and are to be led up through the wells in No. 2 stairways and are to provide support for same.

They are to conform to the shape of the stairwells, and are to be led to atmosphere through part of span occupied by the skylights at present provided above stairwells.

In designing these ducts, it is essential that the same be accomplished with a view to obtaining an arrangement which, while satisfactory in every respect as far as mechanical efficiency is concerned, shall also be such as to provide for a pleasing, harmonious appearance to the stairway, when completed.

It will be necessary for the contractor to submit, for approval, plans showing detailed construction. Exterior joiner work and trim for all of the foregoing ducts is provided for under joiner work, Title III.

**6. Blower Room for No. 3 Boiler Room.**

The present water tight bulkhead, between "H" and "G" Decks at Frames Nos. 168 and 169, is to be retained.

The after side of new blower room will consist of a light steel screen bulkhead, extending forward from forward side of stairway casing at about Frame No. 159 to Frame No. 161, and from this point athwartships to starboard to meet fidley casing.

Partial screen bulkheads are to be constructed, extending fore and aft between bulkhead on Frame No. 169 and fidley casing on Frame No. 167, at about 22'-0" from centre line of vessel.

7. Each of the new blower rooms, thus provided for Nos. 2 and 3 Boiler Rooms, is to be provided with means of access from the "H" Deck.

Air locks of approved construction are to be provided at these entrances to blower rooms.

**SECTION 17****FILLING STATIONS**

1. On each side of the vessel, there are to be constructed four (4) compartments for the accommodation of filling connections as follows:

**2. Filling Connections between Frames Nos. 166 and 167**

There are to be provided two (2) filling connection compartments, one on each side of vessel, extending fore and aft from Frame No. 165 to Frame No. 167 and athwartships about 6'-0" from intersection of shell and "F" Deck.

Vertically, these compartments are to extend from the underside of the "E" Deck to the upperside of "G" Deck.

The present coaling trunks between "F" and "G" Decks at these points are to be removed.

The sides of the compartments may be of light construction, but are to be made water and gas tight, so as to prevent fumes or oil, spilled accidentally, entering the spaces on "G" and "F" Decks.

Access to the compartment is to be provided through the present opening in "G" Deck, by means of ladders from "H" Deck and from there up through compartment between "G" and "F" Decks through a new opening to be provided in "F" Deck. New opening to be adequately compensated for.

The opening in "F" Deck is to be provided with a 24 inch coaming of watertight construction and a hinged cover, which can be closed,

when oil is being taken on board, and also with an open grating so that for ventilating purposes the hatch cover may be left open.

The opening through "G" Deck up into compartment is to be fitted with slatted locked cover.

Between Frames Nos. 166 and 167, about 12 inches above "F" Deck, there are to be provided, in skin of vessel, outswinging watertight doors of a type similar to present doors between Frames Nos. 137 and 138, above "G" Deck, except that top and bottom of doors are to be semi-circular, and that doors are to have dogs spaced not more than 18 inches centre to centre.

Openings in shell for the above doors are to be adequately compensated for.

Doors to be fitted with ventilating ports of a type similar to those already on the vessel.

For handling hose, there are to be provided shackles on each side of vessel, below "B" Deck on beam at Frame No. 166.

**3. Filling Connection between Frames Nos. 184 and 185**

There are to be provided two (2) filling connection compartments, one on each side of vessel, extending fore and aft from Frame No. 183 to Frame No. 185, and athwartships about 6'-0" from intersection of shell and "F" Deck.

Vertically, these compartments are to extend from the underside of the "E" Deck to the upperside of "G" Deck.

The present coaling trunks between "F" and "G" Decks at these points are to be removed.

The sides of the compartments may be of light construction, but are to be made water and gas tight, so as to prevent fumes or oil, spilled accidentally, entering the spaces on "G" and "F" Decks.

Access to the compartment is to be provided through the present opening in "G" Deck by means of ladders from "H" Deck, and from there up through compartment between "G" and "F" Decks, through a new opening to be provided in "F" Deck. New opening to be adequately compensated for.

The openings in "F" and "G" Decks are to be provided with covers, etc., as specified for filling station between Frames Nos. 165 and 167.

Between Frames Nos. 184 and 185, about 12 inches above "F" Deck, there are to be provided in skin of vessel outswinging watertight doors of a type similar to those described for filling connection compartments between Frames Nos. 165 and 167.

For handling hose, there are to be provided shackles on each side

of vessel at about Frame No. 185 in an accessible position between "A" and "B" Decks.

#### 4. Filling Connections between Frames Nos. 214 and 215

There are to be provided two (2) filling connection compartments, one on each side of vessel, extending fore and aft from Frame No. 214 to Frame No. 218 between "E" and "F" Decks, and from Frame No. 214 to Frame No. 216 between "F" and "G" Decks.

Athwartships compartments are to extend about 6'-0" inboard from intersection of shell and "F" Deck at Frame No. 218.

Vertically, the compartments are to extend from the underside of the "E" Deck to the upperside of "G" Deck.

The present coaling trunks between "F" and "G," and between "G" and "H," at these points are to be removed and opening in "H" Deck closed.

The sides of the compartment may be of light construction, but are to be made water and gas tight, so as to prevent fumes or oil, spilled accidentally, entering the spaces on "G" and "F" Decks.

Access to the compartments is to be provided by means of ladders through present opening in "G" Deck and new opening to be provided in "F" Deck. New opening to be adequately compensated for.

The openings in "F" and "G" Decks are to be provided with covers, etc., as specified for filling compartments between Frames Nos. 165 and 167.

Between Frames Nos. 214 and 215 and about 12 inches above "F" Deck, there are to be provided, in skin of vessel, outswinging watertight doors of a type similar to those described for filling connection compartments between Frames Nos. 165 and 167.

For handling hose there are to be provided shackles on each side of vessel at about Frame No. 215, in an accessible position between "A" and "B" Decks.

At the centre of vessel on present bulkhead on port side on Frame No. 215, there is to be provided a door for the purpose of providing access to the above filling compartments from "H" Deck, aft of Frame No. 215.

5. There is to be provided one filling connection compartment on each side of vessel, extending fore and aft from Frame No. 268 to Frame No. 270. A light gas tight bulkhead is to be carried athwartships between "F" and "G" Decks, extending from side to side of vessel so as to provide a passage way around pipe and escape trunks. Lower 24 inches of bulkhead to consist of a water tight coaming. A watertight, vertically hinged door 24 inches above deck is to be pro-

vided in starboard side of escape trunk, so as to provide access to compartments from the escape trunk. This door to be so constructed that it can be operated from either side of door.

Watertight doors hinged vertically are to be installed in skin of vessel, between Frames Nos. 269 and 270, and arranged so as to be capable of operation from the inside of compartment. The doors to be of a type similar to those described for filling connection compartments, between Frames Nos. 165 and 167.

On outside of vessel, between "C" and "D" Decks at about Frame No. 269, there is to be provided a shackle for the attachment of block and tackle for handling filling hose.

#### Working Gratings

Floors consisting of subway type of open grating are to be provided at a level of about 18 inches above deck in each of the filling stations.

### SECTION 18

#### NEW DUCTS FOR FORWARD ENGINE ROOM VENTILATION

1. The present downtake shaft between Frames Nos. 106½ and 108, which at present supplies air to the ventilating blowers to No. 4 Fire Room, will be divided into three (3) separate ducts by the installation of division plates, extending from the inlet at fidley top to the bottom of horizontal duct below "G" Deck, located about 3'-6" inboard of present engine casings.

2. Division plate above "E" Deck may be of light construction, but below "E" Deck is to be of watertight construction, the scantlings to be in accordance with the requirements of the Rules of the American Bureau of Shipping.

In addition, the present downtake shaft and horizontal duct below "G" Deck are to be additionally stiffened to meet all requirements of the Rules of the American Bureau of Shipping.

3. At Frame No. 110 below "G" Deck, there are to be built two (2) watertight bulkheads, extending 3'-6" inboard from line of engine room casing. These bulkheads, together with divisions above described, will isolate the two (2) new downtake shafts from the remaining centre downtake shaft.

4. Between Frames Nos. 108 and 110, on each side, openings are to be cut into the present longitudinal bulkheads below "G" Deck, so as to provide access of air from new downtake ducts to fore and

aft ducts on each side of ship, which will supply air to forward engine room.

5. For description of means of supplying air to ducts, see Part II, Section No. 16, and Drawing No. S-231-E-149.

6. As described in Part III, Section No. 16, the present Howden's forced draft blowers in forward engine room will be rearranged so as to discharge through a passage leading aft between "H" and "G" Decks connecting to the present uptake shafts between Frames Nos. 102 and 104.

"H" Deck beams, where passing through new discharge from Howden blowers, are not to be cut, but are to be fitted with baffle, so as to reduce the resistance to the flow of air.

This passage will be of watertight construction and will necessitate the installation of the following bulkheads between "H" and "G" Decks.

(a) One longitudinal bulkhead extending from Frame No. 104 to Frame No. 119, on each side of vessel about 26'0" from centre line.

(b) One longitudinal bulkhead extending from Frame No. 119 to Frame No. 122 in line with the outboard edge of discharge opening from Howden Blower on each side of vessel.

(c) One athwartships bulkhead on each side of vessel extending from outboard edge of discharge opening to longitudinal bulkhead, forming inboard side of present air ducts for supplying air to forward engine room.

(d) One athwartships bulkhead on each side of vessel extending from outboard edge of discharge opening to new longitudinal bulkhead, described under (a).

(e) One athwartships bulkhead on each side of vessel joining bulkhead described under (a) with present uptake duct between Frames Nos. 102 and 104.

The inside of air ducts are to be provided with properly arranged deflectors, wherever a change of direction of the flow of air takes place. Stiffeners on bulkheads where same are on the inside of duct are to be covered with light sheet metal.

The effective area of duct is in no case to be less than 50 square feet.

At the level of "H" Deck, the present uptake shaft between Frames Nos. 102 and 104, is to be closed off with a deflector plate.

Access openings fitted with watertight manhole doors are to be fitted to the above ducts.

The two stairways from "G" to "H" Decks on port side of vessel between Frames Nos. 104 and 105 and 116 and 117 are to be moved

far enough outboard to clear new ducts and spaces between "F" and "G" Decks and "G" and "H" Decks, rearranged accordingly.

The stairway from "G" and "H" Decks on Starboard side of vessel between Frames Nos. 111 and 112 is to be removed and relocated between Frames Nos. 104 and 105, far enough outboard to clear new ducts.

## SECTION 19

### HATCHES, ACCESS, ETC.

1. Proper means of access are to be provided to all new oil fuel, fresh water, or other water or oil tight compartments, by means of watertight doors of approved type.

#### 2. Hatches and Access

(a) Oil and watertight hatches are to be provided as follows:

Each deep and double bottom tank for oil fuel to be provided with two (2) manholes, i. e., in the case of tanks already provided with one manhole, an additional manhole is to be fitted.

(b) A detailed drawing of all manholes or hatches to be submitted for approval.

(c) There is to be provided a steel ladder at every opening for access to interior of tanks.

(d) Wherever any existing tank is fitted with manhole doors having half oval plate covers, same are to be replaced by doors fitted with two dogs of approved design.

3. Except where otherwise specified, all present coal ports and trunks will be retained.

4. There are to be means provided for getting materials into the fire rooms, as follows:

At about Frame No. 204 on the port side outboard of uptake, there is to be provided a 5' x 5' hatch in the "G" Deck. The inboard edge of hatch to be about in line with longitudinal bunker bulkhead.

Similar hatches will be constructed on the "H" and "J" Decks below, and a trunk of light construction will be fitted, extending from "G" to "J" Decks. Trunks will be provided with angle iron battens which will guide buckets or other gear being lowered through hatch.

5. An electric winch of 1½ tons capacity, at 40 F.P.M. rope speed, is to be provided for handling materials in shaft, detailed plans and specifications of same to be submitted before work is commenced.

6. Stores, etc., for Boiler Rooms will be brought down through the baggage hatch or through side doors between Frames Nos. 241

and 243, into working alleyway on "G" Deck and from there through the door at Frame No. 224, to the athwartships passage on the port side at the forward side of uptake at Frame No. 211.

Port stairway at forward end of working alleyway will be made removable so that access can be had between working alleyway and athwartships passages to side doors. Ash ejector and trunk in way of new hatch to be removed.

#### 7. Removal of Present Howden Blowers

The present Howden Blowers forward of Bulkhead No. 219 are to be removed. In removing same, care is to be taken to avoid damaging machines as far as possible, and both engines and blowers are to be landed on pier or barge, as directed by Agents.

8. The foundations of these blowers are to be completely removed, but care is to be taken that the blowers on "H" Deck for ventilation of present Nos. 1 and 2 Boiler Rooms are at all times adequately supported.

9. The present pump rooms, between Frames Nos. 219 and 224, are to be closed in by means of light steel decks at the level of the "J" and "K" Decks, and the outboard ducts at present supplying air to the Howden Forced Draft blowers are to be reduced in size by means of a vertical partition in order to provide a duct about 3'-0" wide fore and aft to provide ventilation from blacksmith and plumber's shops, and space for carrying steam and water piping.

The present vertical partitions separating air duct to Howden Blowers from air duct to present ventilating blowers for Nos. 1 and 2 Boiler Rooms, are to be extended to above top of officers' deck houses, from where the present collecting hood is to be removed, and replaced by approved hoods for termination of remaining ducts only.

The remaining portion of these outboard ducts to be decked over at each deck level starting with "G" Deck and including deck at top of officers' quarters. Space thus provided is to be used for bath rooms, etc., all as shown on Plans for Deck Arrangements.

The space thus provided between "H" and "J" Decks will be used on the Port side for a Plumber's shop, and for a Store Room on the Starboard side.

The space between "J" and "K" Decks will be used on the Port side for a Store Room, and on the Starboard side for a Blacksmith shop.

There are to be provided means for handling stores through hatch on "G" Deck, and ladders for access from "H" Deck to spaces below are to be provided in each duct.

Access is to be provided from the boiler rooms to the plumber and blacksmith shops and store rooms, through pump rooms below, and air locks of approved type are to be fitted at these access openings on "K" Deck.

#### 10. Holes in Longitudinal Bulkheads

Longitudinal bulkheads in vessel on centre line and outboard of same, except forming the side of fresh water or oil fuel tanks, are to be provided with openings of sufficient size and number to permit of ready flow of water, from one side of vessel to opposite side in case of water entering compartments on one side.

### SECTION 20

#### CLEANING AND PAINTING

##### 1. Boiler Rooms

All bulkheads, decks, and tank tops in all Boiler Rooms, except tank top in No. 4 Boiler Room, are to be chipped, scaled, scraped and wire brushed, and painted with one (1) coat of red lead and two (2) finishing coats of approved colors.

The bitumastic on tank top in No. 4 Boiler Room to be left intact.

##### 2. Bunkers

Present bunker spaces, both alongside of boiler rooms and above same in 'tween decks, are to be chipped, scaled, scraped and wire brushed, and painted with one (1) coat of red lead and two (2) finishing coats of approved colors, except that bitumastic on underside of "G" Deck is to be left intact.

The insulation around uptakes in 'tween decks, where removed, is to be replaced and put in first class condition.

##### 3. Deep and Double Bottom Oil Fuel Tanks

The interior surfaces of all tanks for the carriage of oil fuel are to be chipped, scaled, scraped, wire brushed and given one (1) coat fuel oil.

The exterior surfaces of oil fuel tanks, including adjacent decks, bulkheads, pipe tunnels, escape and other trunks, are to be chipped, scaled, scraped, wire brushed and painted with one (1) coat of red lead, and two (2) finishing coats of approved colors.

##### 4. Filling Station, etc.

The interior and exterior surfaces of all new filling stations, air ducts, blower rooms, pump rooms, store rooms, blacksmith and plumber shops, and any other spaces covered by these specifications, are to be painted with one (1) coat of red lead and two (2) finishing coats of approved colors.



**5. Uptakes**

All uptakes up to "A" Deck are to be painted two (2) coats of smoke-stack paint, of approved color.

**6. Fidlely**

Interior surfaces of all fidleys are to be painted two (2) finishing coats, of approved colors.

**7. New Piping**

All new piping systems and auxiliaries, and all rearranged systems covered by these specifications, are to be painted two (2) coats of approved colors.

**8. General**

It is the intent and purpose of these specifications to provide for a completed installation, cleaned up and painted ready for service, and the contractor will be required to repaint all such places as may have been affected by the installation of new work covered in these specifications.

The paints to be used are to be U. S. Navy Standard or of other equal or approved quality.

**TITLE III**

**JOINER WORK, INTERIOR FINISH AND DECORATION,  
FURNITURE AND FURNISHINGS, MISCEL-  
LANEOUS EQUIPMENT, ETC.**

## GROUP 1

### JOINER WORK

#### SECTION 1

##### ITEMS TREATED UNDER THIS GROUP

Under this group the following are included, considered and dealt with:

- (a) Wood structure, consisting of hard and soft wood and artificial boards.
- (b) Hardware and fastenings.
- (c) Built-in furniture.

#### SECTION 2

##### MATERIAL AND WORKMANSHIP, GENERAL

All material of every description and the workmanship throughout shall be of first-class quality fully equal to that employed in the original construction and to that of other trans-atlantic passenger steamers of the highest class.

Any portion of the work at present in the vessel, as well as new construction, whether partially or entirely completed, shall, if considered defective or unsatisfactory by the Agent, be removed and satisfactorily replaced without extra cost to the Agent.

All exposed stock of every description shall be reasonably free from knots, sap, spots, and other defects, thoroughly seasoned and kiln dried, and all defective pieces shall be condemned.

Where artificial boards  $\frac{5}{8}$ " and above in thickness are employed in the construction of bulkheads and partitions and for door panels, etc., they shall be of the type classed as "laminated" boards, three or five ply as may be decided, such as Haskelite or Roddiswood boards or their equal. Where artificial boards  $\frac{1}{2}$ " or less in thickness are employed in the construction of overhead ceiling or for facing of T & G spruce lining against the side of the ship and against enclosures, etc., they shall be of the type classed as "composition" boards, such as Vehisote or Nevasplit or their equal. It is understood that the selection of the make of board is subject to the Agent's approval. For simplicity sake, where hereinafter "laminated" wood boards are specified, they are referred to as "Haskelite" and where "composition" boards are specified, they are referred to as "Vehisote." In each instance the word "Haskelite" and "Vehisote"

is substituted for the words "laminated wood board" and "composition board."

Except in cases where hardwood is distinctly specified, pilasters, formings and mouldings planted on artificial boards are to be white pine. Bulkhead sills, grub cleats and furrings to be spruce.

Where bulkheads and partitions are constructed of T & G vertical boards, North Carolina pine will be used. In way of such construction the lining against the side of the ship and against enclosures, etc., will also be of North Carolina pine.

All built-in wardrobes, lockers, closets, etc. (including their doors), in the first and second class and officers' rooms will be constructed of hardwood (oak, cherry or ash). However, where in the first-class staterooms this furniture forms an integral part of the interior bulkheading and paneling of the rooms, it may be built of the same material (Haskelite boards) as the bulkheads, but the doors shall in either case be made of hardwood.

Inside doors, including those to bath rooms and toilet rooms, to have white pine stiles and rails and Haskelite or Vehisote (as may be specified) solid panels, and when so called for, oak ventilating panels. All panels are to be loose, and neither glued or nailed together. Door frames to be of white pine or North Carolina pine as specified.

In all quarters where appearance and finish is of importance, viz., in first and second class and officers' accommodations and in the third class public rooms, the woodwork to be carefully scraped and hand sand-papered before it is put up, and upon completion any work that is to be "natural finished" shall be properly cleaned and free from stains and finger marks. All Joiner work must be finished smooth.

All finish such as cornices, beam boxes, mouldings, strips, etc., shall be true and precise, and where so located shall follow all deck cambers and sheers. All such finish shall be fastened with brads and glued in the best manner, solidly blocked and put together in lengths at the ship. No joints shall show in the space of beam, length of panel, etc. Nails are to be concealed everywhere. No splicing of door trim or window trim is to be allowed and joints of bases, rails, beams, strips, etc., are to be carefully matched. All finish nails are to be set in for puttying.

All locks throughout the ship shall be overhauled, missing ones replaced. Keys to be fitted and properly labeled for their respective locks. All missing door springs to be replaced and new ones fitted as required. All to be properly adjusted. All spaces to be kept

locked when workmen are not working in same. Master keys to be provided as may be required.

### SECTION 3

#### GENERAL CONSTRUCTION OF THE WOODWORK

##### Par. 1—General

The woodwork in the first, second and third class public rooms is either intact or sufficient of it remains to guide in restoring it to its original condition, and this is to be done, except where otherwise stipulated hereinafter. A considerable portion (that on A, B, C and D Decks) of the woodwork in the first and second class and officers' suites and staterooms is also intact and will be retained with such modifications as specified hereinafter. The woodwork for the remaining portion of the first and second class and officers' staterooms (that below D Deck) and practically all of it in the third and fourth class staterooms and in the crew's quarters has been removed and is to be rebuilt.

The details of the construction of the new bulkheads, partitions, linings, etc., are to be as specified hereinafter under the various headings. In general, the following type of construction is to be used:

In the first and second class accommodations and the officers' quarters face and partition bulkheads are to be constructed of  $\frac{3}{4}$ " Haskelite boards, with sill on the litosilo deck and grub cleat under the beams. On the passage side an 18" high oak wainscote, with oak top rail, and base board, will be planted on these boards, and above this wainscote, pilasters, formings and mouldings will be planted giving panel effect. In way of doors and at corners the pilasters will be of oak, elsewhere of pine. Full height oak corner pieces will be fitted in all passages and alcoves, oak fascia at head of pilasters and a narrow hardwood moulding alongside pilasters, at top of wainscote and above and below the fascia. In alcoves the same construction is to be applied, except no wainscote fitted. On the stateroom side panels will be formed by white pine facings and mouldings planted on the Haskelite boards, with a cherry base board. Against the side of the vessel and against steel enclosures, etc.,  $\frac{5}{8}$ " T & G spruce lining is to be used, covered with  $\frac{1}{4}$ " Vehisote; the face of this will be treated in similar manner to the Haskelite boards on bulkheads and partitions. The overhead ceiling will be constructed of  $\frac{1}{4}$ " Vehisote with white pine cornices, mouldings, etc. It will be fitted in the rooms on F deck and above, but no ceiling or beam boxing

or capping will be fitted in the second class and officers' rooms on G and H decks, except if so distinctly specified.

In the third and fourth class and crew's accommodations the face and partition bulkheads will be constructed of  $1\frac{1}{8}$ " North Carolina pine, laid vertically, both sides V joint, the face bulkhead fitted with a  $\frac{3}{4}$ " beltrail on the passage side. Against the side of the vessel and against steel enclosures the lining will be of  $\frac{7}{8}$ " North Carolina pine, laid horizontally or vertically to suit conditions. No overhead ceiling or beam casing will be fitted in these quarters.

All panels, sections, etc., in way of pipes and wires requiring inspection and occasional repair shall be so arranged as to be easily removed, and are, in general, to be secured in place by oval head brass screws. Where so directed sliding panels shall be fitted for easy examination of pipe and valve joints, etc. All bulkheads in way of light fixtures, switches, electric fans and electric heaters and ventilator outlets, shall be constructed in accordance with instructions to be given by the departments under which the referred to articles are installed, and in such manner as to give proper access to, and sufficient strength for all fixture supports.

It is intended where possible to run conduits, heating and water supply pipes above the ceilings of passageways, alcoves, etc. In many places where this is done it will be necessary to lower the ceiling panels to cover such pipes, etc. This work shall be done as required, all necessary frame supports for such lowered ceilings provided, the ceilings so arranged that they may be easily removed.

Erection of Joiner work shall as a rule not be commenced until the principal piping, electric conduits, ventilating ducts, etc., are in place, and consequently, possible interference between them and the Joiner work ascertained so as to prevent unsightly patching of the Joiner work after it is put in place. Special care shall be exercised in the installation of said piping, etc., so as to avoid the necessity of making a change in them once fitted, as such changes invariably lead to disfigurement of the Joiner work.

During the survey of the Joiner work it has been demonstrated by actual test that several of the stairways throughout the vessel are not strong enough to carry service load. At the commissioning of the vessel as a transport temporary pipe stanchions and wood girders were added under many of the between deck landings to give sufficient rigidity to the structure; these have now been removed. The stairs in question shall be strengthened by adding suitable steel girders or strapping under the platforms and alongside the strings, the girders and strapping to be well connected to the adjacent steel structure. Upon completion of the work each stair to be tested by crowd-

ing as many people as practical on them (service condition) and the stairs under said load shall show no deflection.

## Par. 2—First Class Public Rooms

### A. Scope

The spaces covered include Smoking Room and Gymnasium on A Deck, Library, Social Hall, Winter Garden, Restaurant and Tea-room on B Deck; Dining Saloon on F Deck; Servants' Dining Room on E Deck; No. 1 stairway and lobbies on A, B, C, D, E and F Decks; No. 2 and 3 stairways and lobbies on A, B, C, D, E and F Decks; No. 4 stairway and lobbies on C, D and E Decks.

### B. General Wood Structure and Paneling

The wood structure and paneling in these spaces are in general practically intact, requiring only a moderate amount of repair to put them in a satisfactory condition, together with the necessary changes to eliminate essentially German subjects from the design, and no extensive changes will be made except where otherwise specified. Where shrinkage cracks have developed in panels and in the woodwork in general, they are to be repaired in the most approved manner. The following are, however, exceptions to the above:

(a) The stage at the forward end of the Social Hall has been removed and is to be replaced.

(b) The maple dancing floor (square) in the Restaurant, is to be removed.

(c) The design of the overhead ceiling in the Tea Room is not in keeping with the architecture of the remainder of the room and is in such bad shape as to necessitate replacing. It will be modified and replaced in accordance with plans to be furnished by the Agent and of a general type to harmonize with the remainder of the architecture in the room.

(d) The balustrade around the light well on No. 2 and 3 stairways has been completely removed, as has also a considerable amount of the woodwork in way of this well. This is to be replaced.

(e) Practically all the wood structure in way of E and F Deck lobbies has been removed and is to be replaced. Sufficient amount of the panel work and framing remains intact to serve as sample and guidance in replacement.

(f) During the service of the vessel as a transport, stairways were strengthened by means of temporarily fitted iron pipe stanchions and wood girders. When these temporary supports in way of No. 2 and 3 stairways were removed, the between deck landings dropped in some cases as much as 2", and when testing the stairs with a load of about four tons all of them showed a deflection of from  $\frac{1}{4}$ "

to 1", demonstrating the necessity of materially strengthening the stair structure of all of the stairs, viz: Nos. 1, 2, 3 and 4. This will be done by the use of steel reinforcement. In the case of Nos. 1, 2 and 3 stairways, support will be gained for this steel reinforcement from the steel air shaft enclosures which are to be placed in the wells in the way of these stairways, as described hereafter.

(g) In connection with the above-mentioned air shafts in way of stairways No. 1, 2 and 3, the exterior surfaces of same are to be paneled and sheathed to match the surrounding woodwork and care is to be taken where these shafts arise on A Deck, so that the design furnished by the Agent for these changes shall be carefully executed in way of the open spaces at the head of the stairways in order that this change will not give the appearance of a recent addition to the steamer.

(h) The No. 1 stairway has the treads and risers exposed from underneath. This is to be paneled similar to No. 2, 3 and 4 stairways and to accord with the surrounding paneling.

(i) The brass nosing on all the stairs will be replaced with Monel metal nosings.

(j) To provide independent and direct air intake to No. 2 and No. 3 boiler rooms, the open wells of Nos. 1, 2 and 3 stairways above F deck will be closed in with steel trunks as specified under Title II, taking the shape of the wells. The stairs will be directly secured to these trunks, thus giving the former the needed and necessary support; the trunks will be encased in panel work to correspond with the woodwork and decoration of the lobbies and stairways surrounding them. The metal balustrade shall be removed and the present wood rail carried on gilded brass supports fastened to the trunks, if upon development of detailed plans of the trunk enclosures and stair modification, the Agent considers the rail suitable, otherwise a new rail of design to be approved will be substituted. The skylights and ceilings above the A Deck in way of the referred to stairways shall be reconstructed to suit the installation of the air trunks. This will probably involve lowering ceiling over stairs and arching the stair entrance from A Deck. At the B Deck landing of No. 2 and No. 3 stairways large oil paintings in carved frames were originally fitted and the frames are still in place; the closing in of the stairwells make these paintings inappropriate and their frames will be eliminated and the panel work modified to suit. There will be new fire screen doors installed at certain deck levels as shown on plans to isolate the stairs referred to above.

Full detailed plans of this reconstruction to be submitted to the Agent for approval.

(k) **Parquet Floor.** The parquet floor in the Social Hall is to be repaired where necessary and refinished. (See Group II, Section 4, par. 3.)

(l) New clocks will be placed on mirrors of three of the landings from F to A Decks of stairs No. 1. It will be necessary to remove the wood panels where existing clocks are installed and replace them with three plate glass mirrors cut to receive the three new clocks, as shown on drawing referred to under Title VI.

(m) The sash originally installed in the arches of the Dining Saloon balcony on E deck has been removed. New sash of approved design shall be fitted in these places as follows: In the port and starboard arches, sash with plate glass mirrors facing the saloon and backed with wood panels shall be installed. (The mirrors shall be sealed airtight.) At the forward arches sash with transparent glass shall be installed. At the after arches no sashes are required.

(n) At the after end of the Restaurant in order to place settees against the bulkhead it will be necessary to cut off the lower part of the existing mirrors at the height of the settee backs. This shall be done in a manner approved by the Agent.

#### **Par. 3—First Class Suites and Staterooms, Passages and Alcoves on B, C and D Decks**

##### **A. Wood Structure, Paneling and Hardware**

The wood structure and hardware in these quarters and rooms are practically intact, requiring only a moderate amount of repair, and no extensive changes are to be made in them.

In passages and alcoves, however, where steam and water piping and electric conduits are to be carried, the ceiling will be reconstructed, where necessary, to make it easily removable for inspection of the piping, and this will also be done with the case of ceiling and bulkhead paneling in the rooms where piping and wire are run overhead.

Where the bulkhead panels are covered with linen, canvas or paper, this is to be removed and the panels treated as specified hereinafter under Painting and Finish. Where the boards behind the linen, etc., panels do not present a sufficiently smooth surface for satisfactory painting, they will be covered with sanitas cloth and then painted.

The brass covering on all door sills will be removed and a  $\frac{3}{4}$ " thick oak, or other hardwood, wearing piece, screwed and plugged, will be substituted; the total height of the sill above the cork composition tile to remain  $1\frac{1}{2}$ ".



The stateroom doors to passages and alcoves shall have fitted to the inside of the lower panel a perforated metal screen substantially as done in sample room C-132.

The former Imperial Suite on C Deck portside shall have the door muntins of book case and side board of the double bed room changed to a simpler design and the three panels back of beds changed to wood; the panels at buffet doors shall be simplified. In the saloon the ornament shall be simplified and some of it removed. In the single bedroom remove door and frieze ornament and change the door muntins. Change the panels back of bed to wood. In the saloon of starboard former Imperial Suite change design of circular vents, remove panel ornaments, pilaster ornaments and door mouldings. In the veranda revise cornice beams. In the double bed room replace panels back of bed with wood; remove ornaments and change muntins of glass doors. In the single bed room change panels back of bed to wood; replace caps of columns with a moulding.

#### B. Shelves Over Radiators

All exposed radiators required to have shelves over them shall be provided with hardwood shelves  $\frac{7}{8}$ " thick, having a raised curb around the top edge and secured by two brass shelf brackets securely screwed to the shelf and the bulkhead. The underside of the shelf shall be protected from the heat by Best Bloom galvanized sheet metal No. 24 gauge, between which and the shelf there shall be sheet asbestos one-quarter inch thick. In general the shelves are as shown in sample room C-132.

#### Par. 4—Modification in Paneling in First Class Suites and Staterooms, Passages and Alcoves on B, C, D and E Decks

The following existing first-class rooms will remain hardwood: B-7, B-8, C-186, C-187—4 rooms.

C-118, C-100, C-101, C-133, C-168, C-185, C-184, D-281, D-213, D-200 (inside), D-214, D-270, D-271, D-319, D-335, D-280, D-318, C-169—18 rooms.

D-215, D-216, D-351 and D-352—4 rooms.

D-229, D-219, D-228, D-360, D-359, E-491, E-492 and C-175—8 rooms.

D-256, D-257, D-306, D-326, D-353, D-327, D-307, E-494 and D-354—9 rooms.

The following existing first-class suites will remain hardwood: D-267 saloon, D-274 saloon (oak), C-160 saloon (satin wood) and C-161 saloon (mahogany).

In all these existing rooms, the hardwood finish will be retained but where the stiles and rails are of different hardwood from the

panels, the finish will be softened to harmonize. Where cotton paneling occurs, this will be replaced by hardwood panels to match the remaining hardwood. In some cases these new panels will be *prima vera*, in some cases mahogany, and in some cases walnut.

Exceptions: Suite D-267. Wall panels in Saloon will be covered with linen specified under Group II, Section 4, par. 12, and under Group III, Section 5, par. 12.

Suites C-162 and C-163. Panels in Saloons will be covered with silk repp specified under Group II, Section 4, par. 12, and under Group III, Section 5, par. 12.

#### Par. 5—First Class Suites and Staterooms, Passages and Alcoves on E and F Decks

##### A. Wood Structure and Paneling

With the exception of eight rooms directly aft of No. 2 and 3 stairway lobby on E Deck, all first class rooms on E and F decks have been completely removed and are to be rebuilt. While, in general, these rooms and passages are to have the same appearance and are to be fitted out similarly to the rooms on B, C and D decks, with the exception of the ten rooms hereinafter referred to, no natural finish hardwood, or tapestry panels, will be used for the interior facings and paneling in the new staterooms, soft wood, painted, to be substituted. Built-in wardrobes, closets, lockers, etc., in these rooms forming an integral part of the interior bulkheading and paneling will be constructed of the same material as the bulkheads. The bath room doors will be built of white pine instead of teak. The interior finish of the referred to eight rooms will be treated in the same manner as prescribed in the preceding paragraphs for similarly finished rooms on B, C and D Decks. The new construction will be as follows:—

The face bulkheads are to be constructed of Haskelite boards, extending from a 2"x2 $\frac{1}{4}$ " rabbetted spruce sill, secured to the top of the litosilo, to a 1 $\frac{3}{4}$ "x3" spruce grub-cleat fitted underneath the beams. The space between the beams to be left open. On the passage side of the bulkhead will be laid an 18" high wainscote,  $\frac{3}{8}$ "x3 $\frac{3}{4}$ " face, T & G oak, fitted vertically with shallow V joints and with a 1 $\frac{1}{2}$ " oak wainscote moulding; a  $\frac{3}{4}$ "x5" oak base board, stepped on the cork composition tiling, will be planted on this wainscote. Recessed pilasters,  $\frac{3}{8}$ " facings, and mouldings forming panels up to 60" wide will be planted on the Haskelite boards; in way of doors and at corners the pilasters are to be of oak, natural finish, elsewhere of white pine. Natural finish oak corner pieces will be fitted in way of all passages and alcoves. A  $\frac{3}{4}$ "x1 $\frac{1}{4}$ " oak fascia, natural finished, will be fitted at the head of the pilasters, and a narrow hardwood mould-

ing fitted alongside the pilasters, at top of the wainscote and above and below the fascia. A small ornamented corner block will be fitted at the upper corners of the panels. No wainscote will be fitted in way of the alcoves, the pilasters, facings, etc., carried down to the oak base board.

On the stateroom side panels will be formed by white pine  $\frac{3}{8}$ " facings and mouldings planted on the Haskellite board. A  $\frac{1}{2}$ "x4  $\frac{1}{2}$ " cherry base board will be fitted on top of the sill projection.

Partition bulkheads between rooms will be constructed of  $\frac{3}{4}$ " Haskellite board, with 2"x2  $\frac{1}{4}$ " rabbetted sill on the lito deck, and 1  $\frac{1}{4}$ "x3" grub cleat against the beams. Where running athwartships the bulkhead is to be secured to furring strips fastened to the beams or to the deck overhead. Both sides to have panels formed by white pine facings and mouldings similar to the inside of the face bulkheads.  $\frac{1}{2}$ " cherry base board, of height to match those on the face of bulkheads will be fitted.

Against the side of the vessel and against steel enclosures bulkhead will be constructed of  $\frac{3}{8}$ "x5" face, T & G spruce, laid vertically on spruce furrings, and covered with  $\frac{1}{4}$ " Vehisote boards on which panels will be formed in a similar manner to those on the Haskellite boards.

The ceiling, constructed of  $\frac{1}{4}$ " Vehisote boards and formings with white pine cornice, mouldings, etc., will be secured to spruce framing and false work suspended from, or attached to, the beams or deck plating. In passages and alcoves the ceiling is to be carried from 6" to 12" below the beams to provide space for running pipes, electric conduits, ventilating ducts, etc., in the rooms it will be placed 1  $\frac{1}{2}$ " to 2" below the beams where not interfering with pipes, etc. In all passages where steam and water piping and wires are carried the ceiling panels are to be so constructed and secured that they can be readily removed for inspection of said piping and wires. This is also to be done within rooms where piping or wire is fitted overhead or behind side panels.

Doors entering staterooms from passages and alcoves will be 1  $\frac{3}{8}$ " thick with white pine stiles and rails, and three panels, the upper ones of  $\frac{5}{8}$ " Haskellite board and the lower one, oak, ventilating, of the same construction and type as those fitted in E Deck Sample Room, including the perforated metal screen. These doors to be 27"x78", giving a clear opening of 26". The door frame to be of white pine with oak trim on the passage side, set plumb, and lined with crown and sheer of decks. The sill to be 1  $\frac{1}{2}$ " high above the cork composition tiling, the upper portion formed by a  $\frac{3}{4}$ " thick oak wearing piece, screwed and plugged. A small ornamentation, similar to those

fitted on the face bulkheads, will be fitted at the upper corner of the upper panels on the passage side of the door.

Communicating doors between staterooms to be 1  $\frac{3}{8}$ " thick, with white pine stiles and rails and a single panel  $\frac{5}{8}$ " Haskellite board, size 25"x72", 24" clear opening, with an 8" high sill. Doors leading from staterooms to bathrooms and toilet rooms will be similar to those between staterooms, except that they will be 27" wide and fitted with two panels, upper and lower, both solid. The sills to have a  $\frac{3}{4}$ " thick oak wearing piece, screwed and plugged.

The casings around the airport to be of white pine and provided with a 2" high ledge of hardwood and rain pocket, without drain. Roller curtains to be fitted in way of all airports in staterooms.

Hinged ventilating shutters will be fitted in bulkheads of all inside staterooms. Type of curtains specified under Group 3, Sect. 5, Par. 1.

On both sides of all passages (but not in alcoves) will be fitted a 1  $\frac{1}{2}$ " diameter oak grab rail in white metal supports.

At the ceiling ventilator there shall be perforated metal panels substantially as shown in sample room E-466.

A limited number of these rooms shall be finished completely in hardwood (5 oak and 5 butternut). D-274 will serve as a guide for new hardwood rooms.

Fire bulkheads and doors of same construction as those on the C and D Decks will be fitted where indicated on the contract plans.

#### B. Shelves Over Radiators

All exposed radiators specified as having shelves over them shall be provided with hardwood shelves  $\frac{7}{8}$ " thick, having a raised curb around the top edge and secured by two brass shelf brackets securely screwed to the shelf and the bulkhead. The under side of the shelf shall be protected from the heat by Best Bloom galvanized sheet metal No. 24 gauge, between which and the shelf there shall be sheet asbestos, one-quarter inch thick. In general the shelves shall be as shown in sample room C-132.

#### Par. 6—Partitions in First Class Lavatory and Toilet Spaces

In the public toilet rooms W. C. partitions with their doors are constructed of white pine and resting on metal supports. The urinal partitions and backs are made of Carrara glass with white metal pipe supports and frames. The shower enclosures in the private bathrooms are also made of Carrara glass with mahogany or oak trim.

In the rooms on A, C and D decks this work is practically intact, requiring only a moderate amount of repair. A number of the Carrara

glass partitions and backs are, however, broken and shall be replaced if possible. If this type of glass is not procurable, marble of approved quality, color, etc., may be substituted. The greater portion of the hardware is intact and in place; it will be put in first class condition and the missing portion replaced. Where German inscription occurs on latches, these parts shall be replaced by parts with English inscription.

In the rooms on B, E and F decks all partitions and etc., have been entirely removed and will be replaced in accordance with arrangements shown on the contract plans. Marble of approved quality and color will take the place of the Carrara glass, if the latter is not procurable, or if the Agent so decides, steel plates carefully and properly fitted in white metal frames and supports may be substituted.

#### Par. 7.—Second Class Public Rooms

Veranda on C Deck; Smoking Room, Social Hall and Gymnasium on D Deck; Dining Saloon on F Deck, Nos. 5, 6, 7 and 8 Stairways and Lobbies on C, D, E, F, G and H Decks.

The greater portion of the wood structure and hardware in these spaces is intact; in way of portions removed sufficient still remains to serve as a guidance in restoring them to their original condition, and this will be done. No changes considered necessary or desirable.

In the Veranda the walls are finished in white pine paneling and are in good order, requiring only slight repair; no overhead ceiling or beam capping is to be fitted, the steel structure left exposed. The teak doors leading to the lobby are intact, requiring only reconditioning.

In the Smoking Room the walls are finished in mahogany paneling, natural finished, with mahogany cornice. The beams are boxed, white pine, with white pine subdivided ceiling panels fitted between them. The overhead girders and the pillars are encased in mahogany. In about 70% of the room this woodwork is intact, requiring only a moderate amount of repair; in the remaining portion all of it has been removed and is to be replaced. Vehisote may be used for ceiling panels if desired. The glass paneled mahogany doors leading to the lobby have been removed and are to be replaced.

In the Gymnasium all woodwork has been completely removed. The walls will be finished in paneled plain oak, natural finished, and of simple design, the beams boxed, white pine, with Vehisote ceiling panels fitted between them.

In the Social Hall the walls are finished in white pine paneling with a considerable amount of composition ornamentation. About 70% of this work is in fair condition; the remainder has been entirely removed. The ceiling originally constructed of white pine in large

raised panels fitted under the beams has been entirely removed, as have also the casings for the overhead girders and for the pillars. Mirrors originally fitted in certain of the wall and enclosure panels have been removed. The glass paneled white pine doors to the lobby are in place but require repair. All this woodwork, ornamentation, etc. to be restored to its original condition, the ornamentations on the panels to be omitted, but retained on the pilasters; Haskelite or Vehisote boards may be used for panels if desired. Sketches showing the desired design may be furnished by the Agent; detail plans to be developed by the contractor.

The Dining Saloon walls and overhead ceiling paneling and beam girder and pillar casings are constructed of white pine and artificial boards, the wall panels and pilasters having a small amount of composition ornamentation. With the exception of a small portion of the wall panels removed, this work is practically intact, requiring only a moderate amount of repair. The double acting, leather covered, doors at the forward end of the room leading to the lobby and pantry have been removed and are to be replaced.

In the lobbies on C, D, E and F decks the woodwork with its ornamentation throughout is in good condition needing very little repair. The D deck lobby wall paneling and the girder and pillar casings are of ash, natural finished, and the beam boxing and ceiling panels white pine and artificial boards. On the C, E and F decks the walls and ceilings are finished in white pine and artificial board paneling. In the G Deck lobby finished in white pine paneling, about 25% of the walls and practically all of the overhead ceiling remain intact; in the H deck lobby, originally finished in white pine paneling, only a very small portion of the wall paneling and nothing of the overhead ceiling remain in place. All of this work is to be restored to its original condition.

Nos. 5, 6, 7 and 8 stairways between C and H decks with their balustrade and rail are in good condition, except the portion of the No. 5 and 6 stairway between D and E decks, where, due to apparent weakness, the between deck landings were strengthened by temporarily fitted pipe stanchions and wood girders at the time of commissioning the vessel as a transport. These stanchions and girders have been removed, and steel strapping, properly concealed in the woodwork, shall be added, as may be necessary, to give rigidity and firmness to the stairs. All stair paneling is in good condition, requiring only minor repairs. The brass stair nosings and toe strikes will be retained.

The grab rails in the various lobbies, etc. are intact, requiring only minor repair.

#### Par. 8—Second Class Staterooms, Passages and Alcoves

The staterooms, passages and alcoves on C deck and between frames 74 and 84 on E deck (a total of 20 staterooms on C deck and 10 on E deck) are practically intact so far as the wood structure is concerned and are to be retained; the repair necessary to restore the work to its original condition is to be made. For the remaining rooms, passages and alcoves on E deck and for all of them on G and H decks, the woodwork has been completely removed and is to be rebuilt. In way of this new work the construction will be as follows: the passage side of the face bulkheads so built as to present the same appearance as those existing on E deck.

The face bulkheads will be constructed of  $\frac{3}{4}$ " Haskellite board, extending from a 2" x 2½" rabbeted spruce sill, secured to top of the litoislo, to a 1-¾" x 3" spruce grub cleat fitted under the beams. On the passage and alcove side vertical panels 48" to 60" wide will be formed by ½" white pine facings and narrow mouldings planted on the Haskellite; natural finished, plain oak pilasters, ¾" x 3" and an oak base board, ½" x 4" (stepped on the extended sill) will be laid on these formings. Natural finished oak corner pieces will be fitted at all alcoves and passages. Under the beams will be worked a white pine cornice with a ½" x 6" natural finished oak planaceer. This planaceer will not extend into the alcoves, but carried across the same. The space between the beams will be filled in with ¾" Vehisote panel, fitted with a narrow white pine quarter round moulding on the passage side. On the stateroom side no panel effect will be worked on the Haskellite boards. The vertical joints of the boards, where occurring, will be covered with a narrow white pine astragal moulding.

The partition bulkheads will be constructed of ¾" Haskellite board with spruce sill and grub cleat and with ¾" Vehisote panel closing the space between the beams.

Against the side of the ship the lining will be constructed of ⅝" x 5" T & G spruce, laid vertically on spruce furrings, and covered with ¼" Vehisote, the vertical joints of which will be covered with narrow white pine astragal moulding. In several of the existing rooms the lining against the side of the vessel, and in some instances the partition bulkheads are built of T & G pine without covering. To present a uniformly finished appearance these partitions and lining will be covered with ¼" Vehisote.

Except where adjoining compartments, where insulation is required, steel enclosures in way of passages and staterooms will not be encased in wood. In way of steel bulkheads wood lining, similar to that against the side of the vessel, will be fitted on the stiffener side.

Below D deck no overhead ceiling will be fitted in either passages, alcoves or staterooms, the beams and deck plating being left exposed.

The stateroom doors will be 1¾" thick, 27"x78" with white pine stiles and rails and two panels, the upper ⅝" Haskellite boards and the lower, oak, ventilating. The door frames to be white pine with oak trim on the passage side, set plumb and lined up with shear and crown of decks. The sill to be 1½" high above the litoislo, the upper portion formed by a ¾" thick oak wearing piece, screwed and plugged.

The airport casings to be of white pine with a 2" high hardwood ledge and drain pocket, without drain. Those in the rooms on C deck are fitted with glass sashes and ventilating blinds. Those in the rooms below C deck are, however, not so fitted, neither will they be fitted with roller curtains.

Hinged ventilating shutters will be fitted in the bulkheads of all inside rooms and also in outside rooms if required.

On both sides of wide and on one side of narrow passages (but not in alcoves) will be fitted a 1½" diameter oak grab rail, in white metal supports.

#### Par. 9—Third Class Public Rooms

Smoking Room and Ladies' Lounge on D Deck; Dining Saloon on E Deck; Nos. 9, 10, 11 and 12 stairways and Lobbies on D, E, F, G and H Decks.

The greater portion of the woodwork and hardware in these spaces is intact; in way of portions removed sufficient still remains to serve as a guidance in restoring them to their original condition, and this will be done. No changes are considered necessary or desirable.

In the Smoking Room and Ladies Lounge the walls above and between the built-in sofas are finished in white pine and artificial board paneling with a small amount of composition ornamentations on the plasters. Behind the sofas the walls are built of T & G pine staving. With the exception of a small portion at the forward and after end of the rooms, this paneling is intact, requiring only minor repair. The whole of the bulkhead between the two rooms has been removed, and will be replaced, ¾" Haskellite boards to be used in this construction; drawing of this bulkhead to be submitted to the Agent for approval. The beam casings are of white pine and artificial board panels fitted between them. The overhead girders and pillars are encased in white pine. This work is practically intact. The glass paneled doors leading to the lobby are in place, requiring only slight repair. The glass sash under the skylight in the Smoking Room to be repaired.

In the Dining Saloon the walls are finished in white pine and artificial board paneling with a small amount of composition ornamentation. The ceiling is paneled in white pine and artificial boards and the overhead girders encased in white pine. The lower portion of the pillars is cased in oak, the upper portion left bare with a small wood cap under the



overhead girder casing. This work is practically intact and in good condition, requiring only a moderate amount of repair. The glass paneled doors at the forward and after end of the room are in place, requiring only minor repair.

In the lobbies at Nos. 9, 10, 11 and 12 stairs on D and E Decks and at Nos. 9 and 10 stairs on F deck the walls and overhead ceiling, constructed of white pine and artificial boards with a low oak wainscoting on E deck, are intact, requiring only minor repairs, except in way of the side doors on D deck where all woodwork has been removed and is to be replaced. The oak grab rails in brass sockets are about 75 per cent. intact; the balance has been removed and will be replaced. In the lobbies at Nos. 9 and 10 stairs on G and H decks, and at Nos. 11 and 12 stairs on F, G and H decks, all woodwork has been removed and will be replaced by construction similar to that hereinafter specified for face bulkheads in the third class staterooms, passages and alcoves. No overhead ceiling to be fitted in way of these spaces, the deck plating, beams and overhead girders to be left exposed. Oak grab rails similar to those on D and E decks will be fitted where required.

Nos. 9, 10, 11 and 12 stairways between G and H decks with their balustrade and rails and paneling are in good condition requiring only minor and local repairs. The stairs are, however, to be tested for strength as specified elsewhere. The brass nosings and toe strikes will be retained.

#### Par. 10—Third-Class Staterooms, Passages and Alcoves

All woodwork in way of third-class staterooms, passages, etc. (on F, G and H decks) has been completely removed and is to be replaced. The construction to be as follows:

The passage and alcove bulkheads will be constructed of  $1\frac{1}{8}$ "x $3\frac{1}{2}$ " face, T & G North Carolina Pine, laid vertically, both sides V joint, with a 2"x $2\frac{3}{8}$ " spruce sill fitted on the litoislo and a  $1\frac{3}{4}$ "x3" spruce grub cleat under the beams. On the passage and alcove sides of the bulkhead will be laid a  $\frac{3}{4}$ "x6" base board, stepped on the sill, a  $\frac{3}{4}$ "x $3\frac{1}{2}$ " belt-rail, and a  $\frac{3}{4}$ "x4" fascia with a  $2\frac{1}{2}$ "x $2\frac{1}{2}$ " moulding covering the upper part of the latter and the grub cleat. All of these rails, mouldings, etc., will be of North Carolina pine. Four inch quarter rounds of North Carolina pine will be fitted at corners of passages and alcoves. The  $2\frac{1}{2}$ "x $2\frac{1}{2}$ " moulding need not be carried in the alcoves but will be carried across them. The space between the beams will be fitted in with  $\frac{3}{8}$ " Vehoisote boards, secured to deck beams, etc., with a quarter round moulding.

The partition bulkheads will be constructed in the same manner as the passage bulkheads, except that no base board, belt-rail, or fascia will be fitted. For the athwartship bulkheads, where no grub cleat is fitted or necessary, a  $\frac{3}{4}$ "x $1\frac{1}{4}$ " fascia will be fitted as a continuation of

the fore and aft bulkhead grub cleat. The space between the beams will be filled in similarly to the passage bulkheads.

Against the side of the vessel the lining will be constructed of  $\frac{5}{8}$ "x $3\frac{1}{2}$ " face, T & G, North Carolina pine, V joint on face side, laid vertically on spruce furring, or horizontally where the shape of the vessel makes the latter construction preferable. Except where adjoining compartments, where insulation is required, the steel enclosures in way of passages and staterooms will not be lined with wood. In way of insulation, and against the stiffener side of bulkheads, lining of the same construction as used against the side of the vessel will be fitted.

No overhead ceiling will be fitted in passages, alcoves or staterooms, the beams and deck plating left exposed.

The stateroom doors will be  $1\frac{3}{8}$ " thick, 27"x78", with white pine stiles and rails, four panel mullion door, the lower two panels to be ventilating, venetian type; the door frame to be of North Carolina pine, set plumb and lined up with sheer and crown of decks. The sill to be  $1\frac{1}{2}$ " high, top covered with sheet brass. The airport casings to be of white pine and fitted with 2" ledge and drain pocket.

Hinged ventilating shutters will be fitted in the bulkheads of all inside rooms and also in outside rooms if required.

On both sides of wide and on one side of narrow passages (but not in alcoves) will be fitted a  $1\frac{1}{2}$ " diameter oak grab rail in brass sockets.

#### Par. 11—Partitions in 2nd & 3rd Class Lavatories, Toilets & Bathrooms

With the exception of a small portion of C deck 2nd Class, the W. C. and urinal partitions have been removed in all toilet rooms. Originally the 2nd class W. C. partitions were constructed of wood and the 2nd Class urinal partitions and backs of Cararra glass. The new W. C. and urinal partitions for both 2nd and 3rd class shall be constructed of galvanized steel plates about  $3/32$ " thick supported by pipe framing consisting of front stanchions  $1\frac{1}{4}$ " pipe—brass for 2nd class—galv. iron for 3rd class, with deck and ceiling flanges, two horizontal tie pieces 1" pipe connected to the bulkhead, one at the top and one at the bottom of the partition and a vertical tie piece 1" pipe at the back of the partition, extending between the horizontal ties. The plates shall be inserted in slots cut in the pipe framing. The pipe framing shall be brass for 2nd class and galv. iron for 3rd class.

The W. C. partitions shall extend from about 15" to about 5'6" above the deck covering; the urinal partitions from about 24" to about 5'6" above the deck covering. The urinal backs where required shall also be constructed of  $3/32$ " galvanized steel plates.

The W. C. doors to be oak, solid panel or venetian blind as may be directed and fitted with spring hinges, latch indicating whether com-



partment is occupied or not and with door pulls and check, etc., of white metal or nickel plated bronze for 2nd class and bronze for 3rd class, as the Agent may approve.

**Par. 12—Fourth Class Public Rooms**

Dining Room, General Room and Smoking Room on F Deck; Stairs D to J Decks

As originally arranged the fourth-class Dining Room on F Deck was located between frames Nos. 250 to 270. This room will now be extended to frame No. 245. In the original section the sides of the vessel, the bulkhead at the forward end, and the steel enclosure for the pantry are lined with  $\frac{3}{4}$ "x2  $\frac{3}{4}$ " T & G, bead joint, pine, laid vertically on spruce furrings fitted on the frames and stiffeners, with a  $\frac{3}{4}$ "x5" pine base board and a  $\frac{1}{2}$ "x2" fascia under the deck plating. The airport casings are fitted with a 2" ledge and drain-pocket. No overhead ceiling is fitted, the deck plating and beams left exposed. This structure is practically intact, requiring only minor repair, and will be duplicated in the new section of the room, except for the center portion of the after bulkhead where, due to the many obstructions, lining need not be fitted. No lining will be fitted in way of the gangway ports at frame No. 250-252. The wood doors leading into the pantry are in place requiring only minor repairs.

A new fourth class General Room and a Smoking Room will be built on F Deck, fr. Nos. 270 to 282. The lining against the side of the vessel, against bhd. No. 270 and around the cargo hatch enclosure shall be similar to that fitted in the Dining Room. No overhead ceiling to be fitted.

The stairs from D Deck to J Deck with their rails, galvanized iron wearing strips, etc., are intact, requiring only reconditioning. The  $\frac{3}{4}$ " T & G pine boards fitted to the back of the stairs have, however, been removed and will be replaced.

**Par. 13—Fourth Class Staterooms, Passages, Etc.**

All woodwork in way of fourth class staterooms (On G and H Decks) has been completely removed and is to be replaced. The construction will be as follows:—

The passage and alcove bulkheads will be constructed of  $1\frac{1}{8}$ "x3 $\frac{1}{2}$ " face, T & G, North Carolina pine, laid vertically, both sides V joint, with a 2"x2 $\frac{7}{8}$ " spruce sill on the litosilo flooring and a  $1\frac{3}{4}$ "x3" spruce grub cleat under the beams. On the passage and alcove side of the bulkhead will be laid a  $\frac{3}{4}$ "x6" baseboard, stepped on the extended sill, a  $\frac{3}{4}$ "x3 $\frac{1}{2}$ " beltrail and a  $\frac{3}{4}$ "x4" fascia below the grub cleat, all of North Carolina pine. Four inch quarter round of North Carolina pine will be fitted at passage and alcove corners. The space between the

beams will be filled in with expanded metal or perforated steel plate panels secured to the deck and beams with metal clips.

The partition bulkheads will be constructed in the same manner as the passage bulkheads, except that no baseboard, beltrail or fascia will be fitted. For the athwartship bulkheads, where no grub cleat is fitted, a  $\frac{3}{4}$ "x1 $\frac{3}{4}$ " fascia will be fitted as a continuation of the fore and after bulkhead grub cleat. The space between the beams will be filled in similarly to the passage bulkheads.

No lining will be fitted against the side of the vessel or against steel enclosures and bulkheads and no overhead ceiling, the shell, deck and bulkhead plating, and the frames, beams and stiffeners left exposed.

The stateroom doors will be  $1\frac{3}{8}$ " thick, 27"x78", with white pine stiles and rails, four panel mullion door, the lower two panels fitted with venetian blinds; the door frame to be of North Carolina pine set square and plumb. The sill to be  $1\frac{1}{2}$ " high, the top covered with sheet brass.

Hinged ventilating shutters will be fitted in the bulkheads where required.

On one side of the passages (but not in alcoves) will be fitted a  $1\frac{1}{2}$ " diameter ash grab rail in galvanized cast iron sockets.

**Par. 14—Partitions in 4th Class Toilet & Lavatory Compartments**

The W. C. and urinal partitions have been removed from all toilet rooms. The new partitions will be constructed of galvanized steel plates about 1/16" thick, supported by pipe framing, consisting of pipe stanchions,  $1\frac{1}{4}$ " galvanized iron pipe with deck and ceiling flanges, two horizontal tie pieces, 1" galvanized iron pipe, one at the top and one at the bottom of the partitions, one end secured to the bulkhead, and a vertical tie piece, 1" galvanized iron pipe at the back of the plate, extending between the horizontal ties. The plates shall be inserted in slots cut in the pipe framing. The urinal backs, where and if required, shall be constructed of 3/32" galvanized steel plates.

The W. C. partitions shall extend from about 15" to about 5'6" above the deck covering and the urinal partitions from about 24" to about 5'6" above the deck. The front of the urinal partitions shall be about 18" and the rear about 3" from the bulkhead. The width of the W. C. enclosures shall be about 30" and the partitions extending about 30" from the front of the closet; it shall be kept about 9" clear of the bulkhead.

No doors shall be fitted to W. C. enclosures of 4th class and seamen's accommodations, but the Deck Petty Officers W. C. enclosures shall have doors of ash with venetian blind panels, fitted with spring hinges, latches, door pulls and check, all of brass and to the Agent's approval. The doors to have hardwood finish. The galvanized iron work to be painted.

**Par. 15—Wheel House and Chart Room**

In the wheel house and chart room the Joiner work as a whole is practically intact, including furniture, floor covering, etc. The rooms are to be completely refinished and reconditioned, all missing hardware, furniture, etc., replaced.

**Par. 16—Deck Officer's Accommodations**

The wood structure and hardware in these rooms, i.e., Captain's S. R. Office; Commander's S. R. and Office; Chief Officers' S. R.; First, Second and Third Officers' S. R.'s; Log Room; Officers' Messroom; Bath Rooms, are practically intact, requiring only minor and local repair and replacement to put them in first-class condition.

The W. C. and urinal partitions, hardware, etc. are of the same type as those in the first-class accommodations and are in good condition, requiring only minor repairs and refinish.

Due to introduction of the new fireroom air trunks in way of No. 1 stairway, some of the rooms in the after end of this accommodation shall have to be rearranged as shown on the contract plans.

**Par. 17—Medical Officers' Accommodation**

Doctor's Office and Waiting Room, Doctor's stateroom and bath, Asst. Doctor's stateroom, Hospital Attendants' stateroom are dealt with under this Section.

Doctor's Room, Office, Waiting Room and Bath, and the Asst. Doctor's room E deck aft are practically intact and require only minor repairs and complete reconditioning.

The Asst. Doctor's room on F Deck forward has been completely removed, and will be rebuilt, the general construction to be the same as specified for first-class staterooms and to match the surrounding joiner work.

Hospital Attendants' room on E Deck forward has been completely removed and is to be rebuilt, the general construction to be the same as specified for third class staterooms, joiner work to match the surrounding installation.

**Par. 18—Chief and Asst. Purser's and Clerk's Rooms, Offices, Etc., Comprising Passenger Department's Office, Purser's Office, First Class; Purser's Office, Second Class; Purser's Office, 3rd Class; Purser's S. R.; Asst. Purser's S. R.; Purser Writers' S. R.'s.**

The wood structure and hardware in these rooms is practically intact, requiring only a moderate amount of repairs.

**Par. 19—Radio Rooms and Radio Operator's Room**

These rooms are practically intact, requiring only a moderate amount of repair.

**Par. 20—Deck Petty Officers' Accommodations**

Chief Carpenter's Room; Assistant Carpenter's Room; Chief Boatswain's Room; Assistant Boatswain's Room; Chief Quartermaster's Room; Lookout Quartermaster's Room; Quartermaster's Room; Sail-Makers Room; Master-at-Arms' Room, Fire Watchman's Room, Chief Storekeeper's Room, Assistant Storekeeper's Room, Messroom; Wash and Toilet Rooms.

With the exception of one room on the Bridge Deck (Fire Watchman's) all woodwork and hardware for these quarters have been removed and will be replaced. The construction to be similar to that specified for the third-class passages and staterooms. The stairs with their rails, etc., leading to these spaces are intact requiring only minor repair and refinish.

**Par. 21—Seamen's Accommodations**

In way of these rooms all woodwork and hardware have been removed and will be replaced, the construction to be similar to that specified for fourth-class quarters except that the sides of the vessel are to be lined in the same manner as specified for third-class quarters. The stairs with their rails, etc., leading to these spaces are intact, requiring only refinish.

**Par. 22—Partitions, etc., in Deck Petty Officers' Toilet and Lavatory Compartments**

The W. C. and urinal partitions have been removed from all toilet rooms. The new partitions will be constructed of galvanized steel plates about 1/16" thick, supported by pipe framing, consisting of pipe stanchions, 1 1/4" galvanized iron pipe with deck and ceiling flanges, two horizontal tie pieces, 1" galvanized iron pipe, one at the top and one at the bottom of the partitions, one end secured to the bulkhead, and a vertical tie piece, 1" galvanized iron pipe at the back of the plate, extending between the horizontal ties. The plates shall be inserted in slots cut in the pipe framing. The urinal backs, where and if required, shall be constructed of 3/32" galvanized steel plates.

The W. C. partitions shall extend from about 15" to about 5'6" above the deck covering and the urinal partitions from about 24" to about 5'6" above the deck. The front of the urinal partitions shall be about 18" and the rear about 3" from the bulkhead. The width of the W. C. enclosures shall be about 30" and the partitions extending about 30" from the front of the closet; it shall be kept about 9" clear of the bulkhead.

No doors shall be fitted to W. C. enclosures of 4th class and seamen's accommodations; but the Deck Petty Officers W. C. enclosures shall have doors of ash with venetian blind panels, fitted with spring hinges, latches, door pulls and check, all of brass and to the Agent's ap-

proval. The doors to have hardwood finish. The galvanized iron work to be painted.

**Par. 23—Engineer Officers' Accommodation**

The wood structure in these spaces is practically intact, requiring only a moderate amount of repair and replacement to put same in first-class condition, and no material changes are to be made except as shown on the contract plans.

The W. C. and urinal partitions, hardware, etc., in these rooms are of the same type as those in the Deck Officers and First Class passengers' toilet rooms, and are in good condition, requiring only minor repair and refinish, except that several of the W. C. doors are missing and shall be replaced. The German inscription on door latches, etc., shall be changed to English, as provided specifically under hardware and elsewhere in the specification.

**Par. 24—Engineer Petty Officers' Accommodation**

All wood structure in way of these quarters has been removed and will be replaced, the construction to be similar to that specified for Third Class staterooms and passages. The stairs with their rails, etc., leading to these spaces are intact and require only minor repair and refinish.

The W. C. and urinal partitions in these rooms have been removed and will be replaced as indicated on the contract plans. The W. C. partitions shall extend from about 15" to about 5'6" above the deck covering and the urinal partitions from about 24" to about 5'6" above the deck. The front of the urinal partition shall be about 18" and the rear about 3" from the bulkhead and the partitions the width of the W. C. enclosures shall be about 30" and the partitions extending about 30" from the front of the closet: it shall be kept about 9" clear of the bulkhead.

The doors to be of ash with venetian blind panels, fitted with spring hinges, latches, door pulls and check, all of brass and to the Agent's approval.

The doors to have hardwood finish, the galvanized iron work to be painted.

**Par. 25—Firemen's and Wipers' Rooms, Messroom & Wash and Toilet**

In way of these rooms all woodwork and hardware has been removed and will be replaced, the construction to be similar to that specified for the Fourth Class passenger rooms, except that the sides of the vessel shall be lined in the same manner as specified for the Third Class passenger rooms. The stairs with their rails, etc., leading to these rooms are in good condition, requiring only refinish.

The W. C. and urinal partitions have been removed. The new partitions will be constructed of galvanized steel plates about 1/16" thick, supported by pipe framing, consisting of front stanchions, 1 1/4" galvanized pipe with deck and ceiling flanges, two horizontal tie pieces, 1" galvanized

iron pipe, one at the top and one at the bottom of the partition, one end secured to the bulkhead and a vertical tie piece, 1" galvanized iron pipe at the back of the plate, extending between the horizontal ties. The plates shall be inserted in slots cut in the pipe framing. The urinal backs, where and if required, shall be constructed of 3/32" galvanized steel plates.

The W. C. partitions shall extend from about 15" to about 5'6" above the deck covering and the urinal partitions from about 24" to about 5'6" above the deck. The front of the urinal partitions shall be about 18" and the rear about 3" from the bulkhead. No doors shall be fitted to the W. C. enclosures.

**Par. 26—Restaurant Manager's and Attendants' Accommodation**

The joiner work throughout these spaces has been entirely removed and will be reconstructed in accordance with the arrangement shown on the contract plans.

**Restaurant Manager's, Controller's and Chef's Staterooms**

The woodwork, etc., in these rooms will be similar to that specified for the second class staterooms.

**Asst. Chefs', Head Stewards' and Asst. Head Stewards' Staterooms**

The wood structure in these rooms will be similar to that specified for third class staterooms.

**Stewards' and Kitchen Porters' Rooms**

The wood structure, etc., in these rooms will be similar to that specified for the third class staterooms.

**Toilet Rooms**

The wood partition fitted in the toilet on port side to be removed and W. C. partition of galvanized steel plates with iron pipe stanchion and frame and oak doors similar to the partition and doors specified for second class toilet rooms will be fitted.

**Par. 27—Chief and Asst. Stewards' and Stewardesses' Accommodations Chief Steward's Office**

The wood structure in this room is practically intact and requires only to be thoroughly reconditioned.

The wood structure in the Second Steward's, Chief Steward's, Second Class, Chief Steward's Third Class and Chief Steward's Fourth Class offices is non-existent, and is to be built where shown on the plans to harmonize with the surrounding woodwork.

**Chief Steward's and Asst. Chief Steward's Staterooms**

The woodwork in Chief Steward's and Asst. Chief Steward's Staterooms is practically intact and requires practically only a complete reconditioning.

**Second Steward's and Asst. Second Steward's Staterooms; First Class Stewardess' Staterooms; Chief Steward's, Second Class, and**

**Asst. Chief Steward's, Second Class, Staterooms; Second Class Stewardess' Staterooms**

The wood structure in these rooms is practically intact and will be retained and completely reconditioned.

All of the wood structure has been removed in way of rooms of Chief Steward's. Third Class, Asst. Chief Steward, Third Class, and Third Class Stewardess' Staterooms; Chief Steward, Fourth Class Staterooms; Matron's, Fourth Class Stateroom; Interpreter's, Gymnasium Instructor, Cashier, Stenographer, Telephone Operator, Hairdresser and Manicurist and Female Bath Attendants. This will be replaced with construction similar to that specified for Third Class Staterooms and passages.

**Par. 28—Chef's and Kitchen Forces' Accommodation, Chef's Stateroom**

The wood structure in this room is practically complete and will be retained with such repair and reconditioning as may be necessary.

**Asst. Chefs', Chief Butchers' and Bakers' and Senior Cooks', Butcher and Bakers' Rooms, Asst. Cooks', Butchers', Bakers' and Kitchen Porters' Rooms, Rest and Mess Rooms**

All woodwork in way of this accommodation has been removed and will be replaced with construction similar to that specified for third class staterooms and passageways.

**Wash and Toilet Rooms**

The W. C. and urinal partitions in these rooms have been removed and will be replaced as indicated on the contract plans. The partitions will be constructed of galvanized steel plates about 1/16" thick, supported by pipe framing, consisting of front stanchions, 1 1/4" galvanized iron pipe with deck and ceiling flanges, two horizontal tie pieces, 1" galvanized iron pipe, one at the top and one at the bottom of the partition, one end connected to the bulkhead, and a vertical tie piece, 1" galvanized iron pipe at the back of the plate, extending between the horizontal ties. The plates shall be inserted in slots cut in the pipe framing. The urinal backs, where and if required, shall be constructed of 3/32" galvanized steel plates.

The W. C. partitions shall extend from about 15" to about 5'6" above the deck covering and the urinal partitions from about 24" to about 5'6" above the deck. The front of the urinal partition shall be about 18" and the rear about 3" from the bulkhead. The width of the W. C. enclosures shall be about 30" and the partitions extending about 30" from the front of the closet; it shall be kept about 9" clear of the bulkhead.

The doors to be of ash with venetian blind panels, fitted with spring hinges, latches, door pulls and check, all of brass and to the Agent's approval.

The doors to have hardwood finish, the galvanized iron work to be painted.

If the Agent should so direct the doors of a certain number of the above to W. C. enclosures may be omitted.

**Par. 29—Stewards', Musicians, etc., Accommodation****Saloon Stewards', Dining Room and Messroom Stewards', Pantry Stewards', Bedroom Stewards', Bathroom Stewards', Deck Stewards', Musicians', Buglers', Life Men's and Boots Rooms and Messroom.**

All wood structure in way of this accommodation has been removed and will be replaced, the construction in general to be similar to that of Third Class staterooms and passages.

The W. C. and urinal partitions in these rooms have been removed and will be replaced as indicated on the contract plans. The partitions will be constructed of galvanized steel plates about 1/16" thick, supported by pipe framing, consisting of front stanchions, 1 1/4" galvanized iron pipe with deck and ceiling flanges, two horizontal tie pieces, 1" galvanized iron pipe, one at the top and one at the bottom of the partition, one end connected to the bulkhead, and a vertical tie piece, 1" galvanized iron pipe at the back of the plate, extending between the horizontal ties. The plates shall be inserted in slots cut in the pipe framing. The urinal backs, where and if required, shall be constructed of 3/32" galvanized steel plates.

The W. C. partitions shall extend from about 15" to about 5'6" above the deck covering and the urinal partitions from about 24" to about 5'6" above the deck. The front of the urinal partition shall be about 18" and the rear about 3" from the bulkhead. The width of the W. C. enclosures shall be about 30" and the partitions extending about 30" from the front of the closet; it shall be kept about 9" clear of the bulkhead.

The doors to be of ash with venetian blind panels, fitted with spring hinges, latches, door pulls and check, all of brass and to the Agent's approval.

The doors to have hardwood finish, the galvanized iron work to be painted.

If the Agent should so direct, the doors of a certain number of the above referred to W. C. enclosures may be omitted.

**Par. 30—Baggage Masters' Room and Office and Baggage Room**

The wood structure in way of the baggage office and baggage masters' rooms is practically intact, requiring only moderate repair and re-

conditioning. The baggage room is to be built as shown on contract plans and fitted up complete with necessary shelves, battens, etc., required in a space used for this purpose. Detailed plan to be submitted.

**Par. 31—Petty Officers & Crews Shower Enclosures & Partitions**

The shower compartments or stall partitions are to be separated or enclosed on sides by a 3/32" steel partition fitted in split iron 1 1/4" pipe frame. Vertical frames to run from deck to deck and front and back partitions flanged and tapped to bulkhead. The bottom of partition to be 12" from deck and top 6' from deck, each edge being fitted with 1 1/4" pipe frame with tee pinned to front of pipe frame and back flanged to bulkhead, shower spaces 30" wide x 36" deep. A 1/4" galvanized iron steel plate sill to be set in tile and extending 6" above tile deck, the upper edge being fitted with 1" galvanized iron pipe, split and fitted over two 1" half round bars riveted on upper edge. The base of division pipe standard frames to be secured to this sill by a brass stepped casting.

**Par. 32—Barber Shops and Ladies' Hairdressing & Manicuring Shops**  
**First-Class Barber Shop**

The wood structure in first class barber shop is in fair condition, requiring only a moderate amount of repair.

**Second-Class Barber Shop**

Wood structure is finished in oak with cotton paneling. This is in generally good condition. The cotton will be removed and panels re-finished.

**Third-Class Barber Shop**

All wood structure in way of this room has been removed and it will be required to build the construction to harmonize with the surrounding joiner work.

**Ladies Hairdressing and Manicuring Shop**

The greater portion of the woodwork in this room has been removed. It will be rebuilt with white pine with artificial board panels of design to be approved and generally harmonize with the surrounding woodwork.

**Par. 33—Printing Office, Printer's Room & Photographer's Dark Room**

The wood structure in these rooms is practically intact, requiring only minor and local repair and reconditioning.

**Par. 34—Passenger & Crew Hospitals, Dispensaries and Operating Room and Bath and Toilet Rooms**

Practically the whole of the wood structure in way of these rooms has been removed, and as far as practicable, all woodwork shall be eliminated and where wooden bulkheading is necessary and required, it

shall be made of as plain and simple construction as practicable, every effort being made to secure absolute sanitation.

**Par. 35—Interior Communication & Switchboard Rooms & Telephone Central**

These spaces are to be constructed where shown on the contract plans to harmonize with the surrounding joiner work and arranged to meet requirements of the utilities arranged therein. The interior communication room shall be carefully insulated as specified under "Insulation."

**Par. 36—Linen Locker, Closets, Etc.**

Wood structure to be installed as shown on contract plans and to harmonize with surrounding woodwork and to be fitted up with all necessary shelves, racks, bins, etc., to Agent's approval and in accord with detailed plans to be submitted.

**Par. 37—Carpenter Shop**

Carpenter shop to be built where shown on contract plans and to accord with surrounding joiner work or equal to Third Class joiner work. The shop will be equipped with the necessary benches, lockers and lumber racks, etc.

**Par. 38—Mail Room and Sea Post Office**

Mail Room and Sea Post Office shall be built where shown on contract plans; the sides of the vessel to be lined with T & G pine and partitions built of same material. The registered mail compartment shall have heavy wire mesh enclosure.

**Par. 39—Storerooms**

The storerooms of the various departments shall be completely and carefully gone over; where required the interior shall be completely rebuilt; in other places the existing woodwork, etc., shall be satisfactorily repaired.

**Par. 40—Chain Lockers**

Where channel bar, bulb angle or angle bar stiffeners are fitted within chain lockers, a yellow pine batten about 3" thick shall be fitted on the standing flange of the stiffener, horizontal or vertical, and securely bolted to the same for the purpose of protecting the stiffener while paying out chain.

**Par. 41—Miscellaneous New Construction and Alterations**

The following miscellaneous modifications from the original arrangement of the vessel have been made and are shown on the contract plans. The existing wood, etc., construction shall be modified to suit these changes and new construction added where necessary:—

The house for the direction finder on the navigation bridge has been removed.



An officers smoking room has been provided for on the bridge deck, together with rooms for the captain's servant and two officers' stewards. The spaces previously occupied by ventilating ducts have been converted into a commander's stateroom and a captain's library.

On the A deck the spaces previously occupied by boiler room ventilation trunks have been converted into deck lockers. An officers mess-room has been arranged for in the after end of the deckhouse in the space originally occupied by the photographer's dark room and the printers room. An engineer's smoking room has been arranged for on port side about Fr. No. 110.

On the B deck photographer's dark rooms have been provided for in spaces previously occupied by boiler room ventilating ducts.

On each of C, D, E and F decks two additional 1st class bathrooms have been provided for in spaces formerly occupied by boiler room ventilating ducts.

On E deck accommodation for four printers has been provided in space formerly occupied by launchmen and boat gear. The steering machine house has been extended to the 3rd class passenger deckhouse to provide a room for emergency lighting set.

On G deck a compartment for gyro compass has been provided in space formerly used as storeroom.

On K deck starboard side forward of bulkhead 245 there shall be constructed a five compartment brig. The enclosure and the partition within it shall be of extra heavy wood construction or if the Agent so requires, steel structure shall be used. Each compartment shall be fitted with a heavy secured wood bench and the doors fitted with heavy hinges, locking bars and padlocks.

On K deck, starboard, forward of bhd. No. 270, a space will be battered off for stowage of caskets.

#### SECTION 4 INSULATION

All passenger spaces and the crew's living spaces adjoining fireroom and engine room casings and other compartments, where the temperature is likely to be high, shall be thoroughly insulated by means of compressed sheet cork at least two inches in thickness, fitted between the casings and the Joiner work wood lining. Special care shall be taken in fitting cork sheet so as to assure that the areas are completely covered and that the joints are as close and tight as possible.

The interior communication room (see Section 3, par. 35) with its two doors and vestibule will require special attention.

#### SECTION 5 HARDWARE

In the portion of the vessel where the Joiner work has been left in a more or less undisturbed condition the existing hardware shall be carefully and efficiently repaired and where missing shall be replaced with duplicates of the originals. In way of the new construction, hardware of the highest class marine type will be used; in the first-class accommodations the portions exposed to view in lobbies, passages, etc. must, as far as appearance is concerned, be as nearly as possible duplicates of those in the original construction.

In the first and second class and officers' quarters all exposed hardware shall be of white metal, and in the third and fourth class and petty officers' and crew's quarters of bronze.

The stateroom, etc., doors in the first-class and officers' quarters shall be fitted with anti-friction mortise locks with lever handles, and in the second, third and fourth class and crew's quarters with screwless smooth oval knob and anti-friction rim locks. All stateroom doors to be fitted with ajar hooks, all stateroom and bathroom doors with bolts, and all doors with spring checks or hooks for holding them open. Locks shall be provided for wardrobes, lockers, etc., where or as required. All cabinet doors and drawers shall be provided with friction catches.

The required number of coat and hat hooks shall be furnished for all rooms and compartments. In general, the following shall be required: In first-class staterooms at least two 3-prong folding hooks and two 2-prong hooks in addition to those required to properly equip wardrobes; in the second class and officers' staterooms two 3-prong hooks for each person occupying the room in addition to those required to properly equip the wardrobe; in the third class and petty officers' rooms one 3-prong hook for each person in addition to those required to properly equip the wardrobes where fitted, and where no wardrobes are fitted two 3-prong hooks for each person shall be furnished; in the fourth class staterooms and crew's rooms one 2-prong hook for each person. In all private bathrooms three 2-prong hooks will be fitted and in public baths, wash and toilet rooms 2-prong hooks in number as may be required; in mess and rest room one 2-prong hook for each seat or seating space.

Trouser hangers will be provided for all wardrobes in first class and officers' staterooms and hangers or bars for ladies' toilet bags for all first and second class staterooms. All wardrobes in first-class staterooms shall have white metal tube poles substantially as shown in sample stateroom E-466.

Name, number and direction plates of cast white metal or engraved white metal or brass plates, as may be determined upon and to suit the various classes of rooms and compartments, shall be provided.

In the first class promenade and open lounging spaces where steamer chairs will be placed, cast brass number plates with raised figures shall be furnished and placed on wooden battens secured underneath the beams for the purpose of designating the location of the steamer chairs. Samples of all hardware shall be submitted to the Agent for approval.

## SECTION 6

### BUILT-IN FURNITURE

#### Par. 1—First Class Public Rooms

A great portion of the built-in furniture has been removed. The pieces remaining intact to be reconditioned; those unfit for repair and those removed will be replaced in accordance with sketches which may be furnished by the Agent.

Suitable built-in benches shall be provided for the dressing rooms of the swimming pool, in place of necessary chairs or stools.

#### Par. 2—First Class Suites & Staterooms, Passages & Alcoves on B, C & D Decks.

The built-in furniture in these quarters and rooms are practically intact, requiring only a moderate amount of repair and no extensive changes are to be made in them.

#### Par. 3—First Class Suites & Staterooms, Passages & Alcoves on E and F Decks.

Built-in wardrobes, lockers and closets forming an integral part of the interior bulkheading will be built of same material (Haskelite boards) as the bulkheads. The doors to be hardwood (preferably cherry), to be  $1\frac{1}{8}$ " thick and with cherry or Haskelite panels. The wardrobes will be fitted with a white metal pipe clothes hook rod and a  $3/16$ " rough wire glass shelf at top. A small safe will be provided for each stateroom and secured in place within one of the wardrobes.

#### Par. 4—2nd Cl. Public Rooms, Passages & Alcoves

All built-in furniture has been removed. This will be replaced by built-in furniture of type shown on sketches which may be furnished by the Agent, or on plans to be developed by the contractor and submitted to the Agent for approval.

#### Par. 5—2nd Class Staterooms

Each stateroom will be fitted with two or more built-in wardrobes constructed of plain oak, framed and paneled, the doors to be

$1\frac{1}{8}$ " thick. When so indicated on the contract plans the sides of the wardrobes to be extended to serve as supports for berths and sofa berths. The wardrobes will be fitted with a drawer at the bottom and a rough wired glass shelf at the top and with hardwood clothes hook rod. In the rooms where the wardrobe doors are over 15" wide, one of the doors will be fitted with a full length dressing mirror.

Each room will be fitted with a built-in sofa with oak frame and tapestry upholstered seat and back. In the greater number of the rooms the sofa is of sufficient length to serve as a berth and will then have its back arranged to swing up to form an upper berth. Portable metal leeboards, as per sample in the Agent's possession, and fitted with white metal sockets, will be provided for both upper and lower sofa berth and also necessary hinged bracket berth supports for the upper berth. Even where short sofas are fitted similar leeboards will be provided. Provision to be made for stowage of the leeboards under the sofas.

In the existing rooms, on C and E decks, the built-in furniture is made of mahogany; where replacements have to be made in any of these rooms, mahogany will be used.

#### Par. 6—3rd. Class Public Rooms

The built-in sofas in the Smoking Room, Ladies' Lounge and Dining Saloon have been completely removed and will be replaced by built-in furniture shown on sketches which may be furnished by the Agent, or on plans developed by the contractor and submitted to the Agent for approval. The Dining Saloon sideboards with their cupboards above, constructed of white pine, are intact and require only a moderate amount of repair.

#### Par. 7—3rd. Class Staterooms, Passages & Alcoves

All staterooms where the space permits will be provided with one or two wardrobes constructed of T & G North Carolina pine, with  $1\frac{1}{8}$ " thick doors, paneled. They will be fitted with a shelf at the top and with a hardwood clothes hook rod. Where so indicated on the contract plans the sides of the wardrobes will be extended to serve as supports for the berths.

#### Par. 8—4th. Class Public Rooms

The new 4th class General Room and Smoking Room shall be fitted with built-in sparred seats as shown on contract plans. The seats and backs shall be curved and constructed of oak.

#### Par. 9—Ship's Officers' Accommodations

The built-in furniture is intact, requiring only minor repair and refinish.

**Par. 10—Deck Petty Officers' Accommodations**

Each room will be fitted with a built-in wardrobe, oak or ash, for each man occupying the room, and a chest of drawers of the same material will be built under the lower berths. Upholstered seats will be furnished where shown on plans. The messroom will have an oak or ash dresser with cupboard above, fitted up complete.

**Par. 11—Seamen's Accommodations**

The messroom will have an ash dresser with cupboard above fitted up complete.

**Par. 12—Medical Officers' Accommodations**

The Asst. Doctor's room on "F" deck is to have built-in furniture equal to that provided in the Asst. Doctor's Room aft on "E" Deck. The hospital attendants' room on "E" Deck forward will have a hardwood chest of drawers underneath the lower berth and hardwood wardrobe, all of the hardwood to be either oak or ash. All of the hardwood racks to be fitted under the beams.

**Par. 13—Chief & Asst. Purser's and Clerks Rooms, Offices, Etc.**

In the Asst. Purser's and clerks rooms and offices, the built-in furniture is practically intact, requiring only a moderate amount of repair and replacement of certain missing parts. No changes will be required.

The existing Chief Purser's stateroom will be changed into an additional purser's office and a new room on "E" Deck assigned as Chief Purser's stateroom. The additional office and new Purser's stateroom shall be fitted with built-in furniture as shown on plans and in general in accordance with existing rooms of this character.

**Par. 14—Radio Rooms and Radio Operator's Room**

The built-in furniture in these rooms is practically intact requiring only a moderate amount of repair and the replacement of certain missing parts. No other changes will be required.

**Par. 15—Engineering Officers' Accommodation**

The built-in furniture in these spaces is practically intact, requiring only a moderate amount of repair and refinishing. This will be accomplished and any missing pieces replaced in accordance with contract plans or schedules.

**Par. 16—Engineering Petty Officers' Accommodation**

Each room will be fitted with a built-in wardrobe, oak or ash, for each man occupying the room, and a chest of drawers of the same material will be built under the lower berth. The mess-rooms will have oak or ash dressers with cupboard above fitted up complete.

**Par. 17—Firemen's and Wipers' Accommodation**

The messroom will be furnished with an ash dresser with cupboard above fitted up complete, and seats as shown on the contract plans or schedules.

**Par. 18—Restaurant Manager's and Attendants' Accommodation**

Restaurant Manager's, Controller's and Chef's staterooms will be fitted with built-in wardrobes, upholstered seats, book racks and other built-in equipment as shown on the plans, all of oak.

Asst. Chef's, Head Stewards' and Asst. Head Stewards' staterooms will be fitted with built-in wardrobes, upholstered seats, book racks and other built-in equipment as shown on the plans, all to be of ash.

**Par. 19—Chief and Asst. Stewards' and Stewardesses' Accommodation  
Chief Steward's Office**

The greater part of the built-in furniture in this room is intact and requires simply reconditioning and a small amount of replacement.

The Second Steward's, Chief Steward's Second Class, Chief Steward's Third Class and Chief Steward's Fourth Class offices require to be fitted up with all the built-in furniture as shown on the contract plans and schedules, such as file cases, racks, chest of drawers, counters, wardrobes, etc.

**Chief Steward's and Asst. Chief Steward's Staterooms.**

The built-in furniture in these spaces is practically intact and will be reconditioned and small replacements made to equal the requirements of the contract plans and schedules.

Second Steward's and Asst. Second Steward's Staterooms; First Class Stewardess' Staterooms; Chief Steward's Second Class, and Asst. Chief Steward's Second Class, Staterooms; Second Class Stewardess' Staterooms.

The built-in furniture in these spaces is practically intact and will be retained and reconditioned, and such replacements made as may be necessary to equal requirements of contract plans or schedules.

Chief Steward's Third Class, Asst. Chief Steward's Third Class and Third Class Stewardess' Staterooms; Chief Steward's Fourth Class Staterooms; Matron's, Fourth Class Stateroom; Interpreter's, Gymnasium Instructor's, Cashier's, Stenographer's, Telephone Operator's, Hairdresser's and Manicurist's and Female Bath Attendants' Staterooms.

Each room will be fitted with a built-in wardrobe, oak or ash, for each person occupying the room, and with such other built-in furniture as is shown on contract plans or schedules.

**Par. 20—Chef's and Kitchen Forces' Accommodations  
Chef's Stateroom**

The built-in furniture in this room is practically intact and will be retained for such as may be necessary.

**Asst. Chefs', Chief Butchers' and Bakers' and Senior Cooks',  
Butchers' and Bakers' Rooms.**

Each room will be fitted with a built-in wardrobe, oak or ash, for each person occupying the room.

Mess and Rest Room will have built-in dresser with cupboard above, and built-in seats all as shown on contract plans or as appears in schedules.

**Par. 21—Stewards', Musicians, Etc., Accommodation**

This accommodation will be provided with built-in furniture as shown on the contract plans and specifications.

In the mess room there will be provided, built-in dresser with cupboard above and seats.

**Par. 22—Baggage Masters' Room and Office**

The built-in furniture in the baggage office and baggage master's room is practically intact, requiring only reconditioning.

**Par. 23—Barber Shops and Ladies' Hairdressing and Manicuring  
Shops**

Built-in furniture will be provided for these spaces as shown on the contract plans or schedules, and of material suitable to the varying types of these rooms.

**Par. 24—Storerooms**

The storerooms of the various departments shall be fitted with all necessary shelves, racks, bins, counters, desks, etc., of substantial wood construction, except in Electrical and Engineers storerooms where shelves, racks and bins shall be made of metal. The racks, lockers, counters, etc., in the Paint and Oil rooms and Lamp room shall be of metal to comply with the Steamboat Inspection Service requirements. Plans showing interior arrangement of all storerooms shall be submitted for approval.

**SECTION 7**

**FIRE SCREEN BULKHEADS**

Complete or new portions of fire screen bulkheads and enclosures and fire resisting hinged doors will be constructed on the "B" deck at Nos. 109, 154 and 198, on "C" deck at Nos. 164-168, 196 and 209-211, on "E" deck at No. 87 (doors), 100 (doors), 105, 147 (doors), 164-168, 179-181, 202 (doors) and 209-211, and on "F" deck at No. 177.

These and existing fire screen bulkheads and doors are indicated in heavy lines on the contract plans. Where found necessary the existing fire screen bulkheads and doors shall be repaired and put in 1st class condition. Where existing steel bulkheads form a portion of the fire screen, the same will be covered with a 1¾" asbestos cement on metal lath. Where new fire screen bulkheads form partitions in accommodation, they will be of "Kalomine" type of construction, i. e., one layer of No. 16 U. S. S. G. galvanized iron, then one layer of ½" cypress laid horizontally, then a middle course of 1½" spruce laid vertically, then a layer of ¾" cypress laid horizontally with a facing of No. 16 U. S. S. G. galvanized iron.

All fire screen bulkheads shall be fitted with hinged doors as shown on plans, constructed of steel frame, glazed with fire glass, as approved by the National Board of Fire Underwriters. The general intent of the fire resisting bulkheads is that they shall be able to withstand a temperature of 1500 degrees F. for a period of one hour.

**SECTION 8**

**MISCELLANEOUS JOINER WORK**

All rooms and spaces not specifically mentioned hereinbefore but shown on the contract plans, such as laundry office, laundry, etc., shall be completely fitted out and reconditioned, to the Agent's approval.

The existing storage battery room on D Deck aft of Frame No. 92 shall be enlarged, so as to provide space for emergency lighting batteries, various interior communication storage batteries and battery charging panels. The room shall be divided into three compartments, two of them to contain the storage batteries and the third one the charging panels. The storage battery compartments shall be made airtight, painted with approved acid-proof paint and fitted with shelves covered with 8 lb. sheet lead extending to a height of 6" in way of each shelf and with all joints and seams soldered. Airtight doors shall be fitted for access to the compartments.

All electric sub-distribution stations throughout the various decks, where not built of steel, shall be lined with galvanized sheet iron.

All inside and outside stairs and ladders, and inside and outside doors shall be repaired where necessary and put in first class condition, as shall also all screens, shutters, etc., for doors, windows and airports.

All deck seats shall be gone over and repaired where necessary, or replaced where missing. (Settees for 2nd Cl. Veranda are specified under Group 3, Section 2, par. 20).

**GROUP 2****INTERIOR FINISH AND DECORATION****SECTION 1****ITEMS TREATED UNDER THIS GROUP**

Under this Group the following are included, considered and dealt with:

- (a) Ornamental work, carvings, art glass, etc.
- (b) Tapestry panels, 1st Class Public Rooms.
- (c) Painting, hardwood finish, and mural and ceiling decoration.

**SECTION 2****ORNAMENTAL WORK, CARVING AND ART GLASS****Par. 1—Ornamental Work, Carving and Art Glass, General**

Ornamental work, carving and art glass where they occur in the 1st and 2nd class accommodations are in general practically intact and require only a moderate amount of repairs to put them in a satisfactory condition, together with the necessary changes to eliminate essentially German subjects from the design, and no extensive changes will be made except where otherwise specified.

All ornaments and ornamental mouldings and surfaces may be of composition and, if so, shall be executed only by the highest skilled modeler in strict accordance with drawings or sketches which may be furnished by the Agent, or, if not, shall be developed by the contractor and submitted to the Agent for approval. Samples of all such ornamentations to be submitted for approval before set up. Simple cut designs in ornaments shall, however, be cut in wood, to be executed by skilled carvers and in the best soft or hard wood to suit conditions or places where used.

All art glass for windows, doors, skylights, etc., shall be of very best quality; type, color and design to be submitted to the Agent for approval.

**Par. 2—First Class Smoking Room**

The wood mantel shall be recarved and altered according to Agent's design, so as to give an American character to the parts that are now distinctly German.

The 24 art glass panels in the windows, German in character, shall be removed. Twelve glass panels and twelve panels of design to be selected by the Agent and at a cost of \$100.00 for each shall replace the panels to be removed.

Hand-tooled leather on alcove walls shall be renovated.

**Par. 3—First Class Social Hall**

The ornamental skylight and ceiling in Social Hall is to be completely overhauled and all broken or defective glass to be replaced. The dome and cornice will be arranged for concealed and indirect lighting.

**Par. 4—Iron work around clock between Social Hall and Lobby, Stairs 2 & 3**

An ornamental clock with wrought iron dials will be supplied for transom over doors (See Title VI) between Social Hall and lobby, stairs 2 and 3. It will be necessary to remove the glass and iron work of the transom and replace it with other glass and iron work to fit the clock. The required work is shown on drawing referred to in connection with the clock (Title VI).

**Par. 5—Ornamental Iron Work Around Clock, Balustrade, Main Dining Saloon**

As provided in Title VI, a clock will be supplied for main dining saloon to be placed in balustrade. It will be necessary to fill in the space around the new clock with ornamental iron work generally as shown in connection with the clock described in Title VI.

**Par. 6—2nd Class Public Rooms**

The fireplace in the 2nd Class Smoking Room, with its marble trim and its mahogany mantel, is in good condition, only slight repairs necessary. The lead glass panels in the screens abreast of the fireplace are somewhat damaged and will be repaired. The ornamental glass panels under the skylight in the 2nd Class Social Hall have also been removed and will be replaced. Two (2) mirrors at \$100.00 each shall be placed over the mantel shelves.

**SECTION 3****TAPESTRY IN FIRST CLASS PUBLIC ROOMS**

In the 1st Class Social Hall four large oil paintings originally furnished for this room have been removed. These spaces shall be temporarily filled in with painted wood or canvas panels of as good appearance as possible with the view of at a later date replacing them with appropriate tapestry panels.

**SECTION 4****PAINTING, FINISHING AND MURAL DECORATIONS****Par. 1—General Requirements**

These specifications are intended to cover the decoration and painting of the passengers', officers' and crews quarters and include the paint-



ing, enameling, varnishing and staining of soft wood, hardwood, patent panels, composition and other ornaments, exposed iron work, piping and metal work of all bulkheads, partitions and ceilings (including plaster ceilings), stairways, all floor covering specified to be painted, and the waxing of hardwood floors. All rooms and spaces not specially mentioned and all small painting work necessary and not particularly mentioned shall be done as may be directed.

For information not contained in Section 4 relative to painting, finish, etc., and for schedules of finish and decoration color schemes and painters process, see Groups 5 and 6.

All materials shall be the best of their respective kind and shall be delivered at the work in the original cans and containers with seals unbroken and labels attached. Each coat of paint and varnish shall be inspected and approved by the Agent before another coat is applied.

In general all knots, pitch spots, etc., shall be shellaced; all nail holes and cracks shall be stopped and all surfaces left smooth and clean before the painters work is applied. Where necessary or when directed all metal surfaces shall be scaled before painting. All rooms shall be cleaned out and dusted before beginning to paint, and on completion all stains, paint and varnish spots shall be cleaned from the bulkheads, partitions, ceilings, finished floors, glass and hardware; also all exposed pipes and metal fittings shall be cleaned, any refinishing required shall be done as may be necessary and as directed by the Agent.

All paint, enamel and varnish work to be sandpapered with No. 00 sandpaper between each coat.

The contractor shall submit panel samples of all paint for approval, and in all cases the color shall be approved by the Agent.

All lead shall be Dutch Boy White Lead or equal.

All linseed oil shall be pure raw linseed oil, Spencer Kellogg or equal.

All turpentine shall be Naval Stores pure turpentine.

All varnish shall be Valspar or equal and shall meet the Government test as follows: (a) Kauri Gum test for elasticity; (b) Water test, i.e., apply varnish on black tin. When thoroughly dry place in bucket of boiling water for 30 minutes.

All enamel shall be Ripolin or equal flat or gloss, where required it shall have color mixed with it by the painter.

All putty shall be white lead, ground in oil, and whiting, stained where required.

Zinc may be used in lead and oil mix, but the proportions of lead, oil, zinc and turpentine shall be taken up with the Agent.

One week's time shall be allowed between enamel coats; and three (3) days' time between oil coats.

In all cases, the last two coats carrying color shall be exactly the same color.

All old painted exposed pipes and metal work of first and second class quarters subject to artificial heat shall receive the following treatment: (a) Sandpaper; (b) one coat oil, lead and turpentine; (c) after thoroughly dry apply painter's finish like remainder of room.

All new unpainted exposed pipes subject to heat shall receive the following: (a) One coat of lead and oil without turpentine; (b) After fourteen days apply painter's finish like remainder of room.

All woodwork made up in shops and specified to be painted shall be primed before leaving shop.

Special attention must be given to the painting and finish work so as to secure permanency as well as a satisfactory appearance.

#### Par. 2—First Class Public Rooms

All of the First Class Public Rooms and spaces are to be completely repainted, refinished and redecorated, color scheme to be to Agent's approval. \$1500.00 shall be allowed for the decoration of the First Class Children's Dining Saloons. In the First Class Dining Saloon, the ornamentation shall be removed from the panels; that over the doors shall be left.

#### Par. 3—First Class Social Hall

The oak woodwork shall be treated as follows: (a) Clean with turpentine, or benzine where discolored at windows, registers, and elsewhere; (b) Wipe off with dry cheese cloth; (c) Sandpaper rough places with No. 00 sandpaper; (d) Two coats of white beeswax, mixed with benzine and rub as directed.

The stage at forward end will have walls and ceiling of soft wood; it shall be painted as specified for new soft woodwork, first class state-rooms.

The black ornamental iron work shall be treated as follows; (a) Sandpaper smooth; (b) Two coats white lead, linseed oil and turpentine; (c) One coat of Japan black, thinned with turpentine, to which shall be added small amount of Valspar, as directed.

The plaster ceiling, the cove and the painted iron work shall be treated as follows:— (a) Remove existing painter's finish; (b) Three coats of lead, oil and turpentine; (c) One coat of flat Ripolin.

The blind nailed hardwood floor shall be scraped down to a new surface by floor finishers and shall receive the following treatment; (a) Apply water stain as desired; (b) When dry fill with Koch's filler wax, left to dry not less than 10 days; (c) One coat of Koch's polishing wax; (d) Polish by hand as desired. All wax shall be thinned with pure turpentine according to manufacturer's directions.

**Par. 4—First Class Library**

The enameled wood work of walls and ceiling shall be treated as specified for First Class Existing Enameled Woodwork of Staterooms, etc.

The hardwood fixed furniture and doors shall be treated as specified for First Class Existing Hardwood Outside Staterooms, etc.

**Par. 5—Tea Room**

The walls, columns, ceiling beams and other woodwork of this painted room shall be treated as specified for First Class Existing Painted Staterooms, etc.

There will be an ornamented composition ceiling which shall have painter's finish as specified for ceiling—of first class Social Hall.

If the existing paint anywhere covers old enamel, the paint must be removed, also the gloss of the enamel.

**Par. 6—First Class Smoking Room**

The natural finish woodwork, including built-in and semi-fixed furniture, shall be treated as specified for oak woodwork of first class Social Hall.

**Par. 7—Winter Garden**

The painted and enameled work of walls and ceiling, including the built-in and semi-fixed furniture, shall be treated as specified for first-class existing painted staterooms, etc., and first-class existing enameled staterooms, etc. Several colors shall be used as approved by the Agent.

Ceiling panels where lighting fixtures will be removed, shall be restored to correspond to similar decorated panels.

**Par. 8—Restaurant**

The mahogany and other hardwood including built-in and semi-fixed furniture shall be treated as follows: (a) Wash with turpentine; (b) Oil with raw and boiled linseed oil, mixed; (c) Wipe dry. The process for redecorating the ceiling shall be as follows: (a) Remove existing canvas; (b) Fill woodwork with white lead and glue; (c) Two coats of white lead, linseed oil and turpentine; (d) Apply decorator's canvas (sample to be approved) while the last coat of oil mentioned in "C" is still wet; (e) Three coats of white lead, linseed oil and turpentine.

**Par. 9—First Class Dining Saloon**

The painted and enameled work of walls, piers, columns, arches, penetrations, and cove, also the built-in and semi-fixed furniture, shall be treated as specified for first-class existing painted staterooms, etc., and first-class existing enameled staterooms, etc. The decorative features shall be modified, also several colors shall be used as approved by the Agent.

The existing dome decorations shall be softened by a coat of special antiquing varnish, mixed as follows: Raw umber in oil with linseed oil and turpentine and a small amount of Valspar.

The iron work of stairs and balcony balustrades shall be treated as specified for First Class Social Hall iron work, using color instead of Japan black.

**Par. 10—Children's Dining Saloons**

An allowance has been made in Par. 2 for the decoration of these two rooms. The existing woodwork of walls and ceilings not specially treated shall have painters finish as specified for first-class existing enameled staterooms, etc.

**Par. 11—First-Class Gymnasium**

The existing hardwood shall receive the following treatment: (a) Clean off, touch up, bleach if necessary; (b) Three coats of Valspar, sandpaper with No. 00 between each coat.

The ceiling shall be treated as specified for first-class existing painted staterooms, etc., ceilings.

**Par. 12—First Class Suites, Staterooms, Passages and Alcoves on B, C and D Decks**

All these rooms and spaces are to be repainted and refinished complete. In passages and alcoves the present color scheme will be retained, viz, white throughout, with the oak wainscoting, fascias, pilasters and mouldings on the bulkhead and the ventilating panels in the doors finished natural.

Where the bulkhead panels are covered with linen, canvas or paper, this is to be removed and the panels treated as specified hereinafter. Where the boards behind the linen, etc., do not present a sufficiently smooth surface for satisfactory painting, they will be smoothed and covered with sanitas cloth and then painted as more specifically described elsewhere.

The following instructions and those contained in next paragraph No. 13 are intended to give general instructions relative to decorative, etc., schemes. For further and detailed instructions, see Groups 5 and 6.

In the suites on C deck the present treatment will be substantially retained; however, silk and tapestry panels where fitted will be replaced by fabric of approved quality and pattern or, if so decided upon, the panels will be painted.

In the D deck suites, Nos. 260, 261, 266, 275, 336 and 337 retain the present treatment removing, however, all silk and tapestry panels and substituting paint. In the saloon of suite No. 267 retain hardwood finish but remove silk panels and substitute fabric; in the

bedroom retain the finish but remove silk panels and substitute paint. In saloons of suites Nos. 162 and 163 wall panels will be covered with silk repp. In the saloon of suite No. 274 retain hardwood finish throughout; in the bedroom retain finish but remove silk panels and substitute paint.

For instructions relative to covering for wall panels in Nos. C-162, C-163 and D-267 see also group 1, Sect. 3, par. 4 and Group 3, Sect. 5, par. 12.

In the ordinary outside staterooms eleven different types of treatment were originally used for the walls, built-in and semi-stationary furniture, finish, etc:—

- Treatment No. 1, natural finished oak with green panels.
- Treatment No. 2, natural finished oak with gilded panels.
- Treatment No. 3, natural finished prima vera with blue panels.
- Treatment No. 4, natural finished red mahogany with pink panels.
- Treatment No. 5, natural finished walnut with yellow panels.
- Treatment No. 6, natural finished ash with pink panels.
- Treatment No. 7, natural finished ash with green panels.
- Treatment No. 8, natural finished red mahogany with blue panels.
- Treatment No. 9, natural finished red mahogany with natural finished maple panels.

Treatment No. 10, natural finished ash with natural finished white mahogany panels, and

Treatment No. 11, soft wood painted white, finished complete. In all cases the ceilings are in white.

In refinishing these rooms the following treatments will be carried into effect:

The rooms with the present treatment Nos. 1, 2, 6, 7 and 10 (about 53 rooms) will have the complete wall area and the built-in and semi-stationary furniture painted in colors to be selected by the Agent.

In rooms, present treatment No. 3 (about 21 rooms) the hardwood finish will be retained but the tone of the woodwork softened; the cotton paneling will be replaced by prima vera panels to match the remaining hardwood.

In rooms, present treatment Nos. 4 and 8 (about 13 rooms) the hardwood finish will be retained; the cotton paneling will be replaced by mahogany panels to match the remaining hardwood.

In rooms, present treatment No. 5 (about 5 rooms) the hardwood finish will be retained; the cotton paneling will be replaced by walnut panels to match the remaining hardwood.

In rooms, present treatment No. 9 (about 8 rooms) the mahogany finish with the natural finish maple panels will be retained, the color of the woodwork, however, to be neutralized.

In rooms, present treatment No. 11 (about 4 rooms) the white finish throughout to be retained.

In each case the ceiling will be treated in white or color to harmonize with the walls and furniture finish.

Par. 13—1st Class Suites, Staterooms, Passages and Alcoves on E and F Decks

The passages and alcoves will be painted in white, except the oak wainscoting, fascias, mouldings, ventilating door panels, etc., which will be finished natural. The interior of the staterooms, including built-in, as well as semi-fixed, furniture will be painted in colors to be selected by the Agent; the cherry base to be finished in dark color.

Par. 14—First Class Existing Staterooms, Suites, Lobbies, Stairs, Passages and Alcoves in Soft Wood

The walls and ceilings shall be treated as follows:

- (a) Clean off grease; (b) One coat lead oil and turpentine; (c) Fill all imperfections with putty; (d) One coat flat Ripolin; (e) One coat Ripolin, half flat, half gloss.

Where existing work is enameled, it shall be treated as follows: (a) Sandpaper No. 0; (b) Touch up with flat Ripolin; (c) Fill all imperfections with putty; (d) One coat of flat Ripolin; (e) One coat of Ripolin; half flat, half gloss.

NOTE: Sample stateroom C-132 to serve as a general guide for the treatment of existing rooms to be painted or enameled.

The baseboard of above existing painted or enameled rooms and suites shall be painted dark, grained to imitate walnut and varnished two coats.

The interior of built-in and semi-fixed furniture not hardwood shall be treated as specified for painted or enameled existing woodwork, as the case may be.

The interior of hardwood, built-in and semi-fixed furniture, with existing natural finish shall be treated as follows: (a) Clean off, touch up, bleach if necessary; (b) two coats of Valspar.

In general, the outside and the inside staterooms shall be treated in color while the lobbies, stairs, passages and alcoves shall be white or ivory white.

The black ornamental iron work of elevator shaft doors and of stairways shall be treated as specified for black ornamental iron work of first-class Social Hall hereinafter specified.

Bronze powder or gold-leaf shall be used on ornaments or ornamental iron work where desired, as originally treated.

**Par. 15—First Class New Staterooms, Stairs, Lobbies, Passages and Alcoves in Soft Wood.**

All stiles, rails and other soft wood, all wall panels, also all built-in and semi-fixed furniture, whether soft or hardwood, shall be treated as follows: (a) Prime with lead oil and turpentine; (b) Shellac all pine; (c) One coat of white lead, linseed oil and turpentine; (d) Putty, stop and fill all nail holes and imperfections and sandpaper smooth; (e) One coat of white lead, linseed oil and turpentine; (f) One coat of flat Ripolin; (g) One coat Ripolin, half flat, half gloss.

The ceilings of these places shall receive the following treatment: (a) Prime with lead oil and turpentine; (b) Shellac all pine; (c) One coat of white lead, linseed oil and turpentine; (d) Putty, stop and fill all nail holes and imperfections and sandpaper smooth; (e) One coat of flat Ripolin; (f) One coat of Ripolin half flat, half gloss.

NOTE: Sample stateroom E-466 to serve as a general guide for the treatment of new staterooms.

New hardwood bases of rooms and new hardwood of passages, alcoves and lobbies shall be treated as follows: (a) Water stain color desired; (b) Fill all imperfections with putty and sandpaper smooth; (c) Three coats of Valspar.

The interior of built-in and of semi-fixed furniture built of hardwood shall receive the following treatment: (a) Water stain color desired; (b) Fill all imperfections with putty; (c) two coats of Valspar.

**Par. 16—First Class Existing Staterooms and Suites, Baluster Hand Rails and All Grab Rails in Hardwood**

This work will remain natural finish as outlined in Group 1, Sect. 3, par. 4 and shall be treated as follows: (a) Remove finish with varnish remover and alcohol; (b) Neutralize with oil stain; (c) Three coats of Valspar, sandpaper with No. 00 sandpaper between each coat; (d) Rub with powdered pumice and oil; (e) Rub dry with cloth.

The ceilings shall be treated as specified for first-class existing enameled staterooms, etc.

Existing 1st Class Rooms to Remain **Hardwood** (See Group 1, Section 3, par. 4).

B-7, B-8, C-186, C-187—4 rooms.

C-118, C-100, C-101, C-133, C-168, C-185, C-184, C-281, D-213, D-200 (inside), D-214, D-270, D-271, D-319, D-335, D-280, D-318, C-169—18 rooms.

D-215, D-216, D-351 & D-352—4 rooms.

D-229, D-219, D-228, D-360, D-359, E-491 & E-492, C-175—8 rooms.

D-256, D-257, D-306, D-326, D-353, D-327, D-307 & E-494, D-354—9 rooms.

1st Class Suites to remain **Hardwood**.

D-267 Saloon, D-274 Saloon (oak), C-160 Saloon (satin wood) and C-161 Saloon (mahogany).

**Par. 17—First Class New Staterooms in Hardwood**

These rooms are referred to in Group 1, Section 3, par. 5.

The walls, etc., shall be treated as follows: (a) Stain with water stain; (b) Two coats white beeswax thinned with turpentine and rubbed on. (c) Wipe off with cloth as desired.

The ceilings shall be treated as specified for ceilings of first-class new soft wood staterooms, etc.

**Par. 18—First-Class Private and Public Baths & Toilet Rooms**

Where there is exposed steel work on walls and ceilings, it shall receive the following treatment, if rusty; (a) One coat of red lead; (b) Two coats white lead; linseed oil and turpentine, (c) One coat Ripolin flat; (d) One coat Ripolin, half flat, half gloss.

If existing paint is in good condition, the first coat shall be white lead instead of red lead.

All existing enamelled woodwork shall be treated as specified for first-class existing enamelled staterooms, etc.

All new soft wood shall be treated as specified for first class new soft wood enamelled staterooms, etc.

**Par. 19—Swimming Pool, Bath and Dressing Rooms**

The mural and ceiling decorations shall be restored in a manner equal to the original and as approved by the Agent.

All plain painting and enameling of wood and iron work shall be done as required of a quality equal to the specifications for first class public rooms.

**Par. 20—2nd Class Public Rooms**

These rooms and spaces are to be completely repainted and refinished. The Social Hall, Dining Saloon and Veranda and also the lobbies, where constructed of soft wood, will be painted in white or in color that may be selected by the Agent. The smoking room, gymnasium and the lobby on D deck will have their walls, overhead girders and pillar casings, etc., finished in natural mahogany, oak or ash, as the case may be, with the ceilings painted white or light color. Where hardwood pilasters, baseboards, etc., are fitted on the lobby bulkheads they are to be finished natural. The litosilo, where exposed, will be finished in maroon color.

In the portion of the Social Hall, Dining Saloon, Veranda, Lobbies and Stairways, where new construction of soft wood and artificial

boards is to be carried out this work shall receive the same treatment as specified for new soft woodwork in first-class staterooms, etc., as shall also all built-in and semi-fixed soft and hardwood furniture. The existing enameled work shall be treated as specified for first-class staterooms, etc., enameled work.

The hardwood of Smoking Room, Gymnasium and D deck Lobby, and where hardwood occurs, elsewhere on walls and ceilings of public rooms and lobbies, also the hardwood of built-in and semi-fixed furniture, of grab rails and of doors, shall be treated as specified for first-class existing hardwood outside staterooms.

The ceilings, other than hardwood parts, of the above places shall be treated as specified for ceilings of first-class new soft wood work staterooms, etc.; except that where existing enameled work occurs such parts shall be treated as specified for ceilings of first-class existing enameled staterooms.

#### Par. 21—2nd Class Staterooms, Passages and Alcoves

The walls and ceiling will be painted in white, or color selected by the Agent; except the oak pilasters, corner pieces, planaceer, and baseboard which will be finished natural; built-in furniture to have natural finish. The litosilo flooring where exposed will be finished in maroon color.

All the new soft woodwork and composition panels shall be treated as specified for first-class new soft woodwork of staterooms, etc.; all the new hardwood shall be treated as specified for first-class new hardwood bases of rooms, etc.

All the existing hardwood shall receive the following treatment; (a) Remove finish with varnish remover and alcohol; (b) Neutralize with oil stain; (c) Three coats of Valspar; sandpaper with No. 00 sandpaper between each coat; (d) Apply linseed oil and rub dry.

Ceilings of above places shall be treated as specified for ceilings in second-class public rooms. Where structural steel is exposed, it shall be treated as specified for painted or enameled woodwork in same locality, except that it shall receive one coat of red lead where rusty.

The interior of new hardwood built-in and semi-fixed furniture shall be treated as follows: (a) Water stain; (b) Fill all imperfections; (c) Two coats of Valspar.

The interior of hardwood built-in and semi-fixed furniture with existing natural finish shall be treated as follows: (a) Clean off and touch up; (b) Two coats of Valspar.

Where any structural steel is exposed, it shall be treated as specified for painted or enameled woodwork in same locality, except

that it shall be scaled and receive one coat of red lead where necessary.

#### Par. 22—Second Class Toilet Rooms and Bath Rooms

The existing painted or enameled woodwork shall be treated as specified for painted or enameled woodwork of staterooms.

The exposed structural steel work shall be treated as specified for woodwork, except that it shall be scaled and receive one coat of red lead where necessary.

#### Par. 23—Third Class Public Rooms, Lobbies, Stairs, Passages, Alcoves, Staterooms and Toilet Rooms and Bath Rooms

The 3rd class public rooms are to be completely repainted and refinished, generally in white, or in light color to be selected by the Agent, with maroon color for the litosilo where exposed.

In the 3rd class staterooms, passages and alcoves, the bulkheads, the deck overhead and the wardrobes will be finished in white, or light color to be selected by the Agent, except the sill, the base board and a four-inch-wide strip of the bulkhead above the sill which will be painted in a dark color. Hardwood furniture, etc., will have natural finish. The litosilo flooring will be finished in maroon color.

All the white pine, artificial wood panels, N. C. pine of all parts, shall receive the following: (a) One coat of white lead, linseed oil and turpentine; (b) Shellac sappy places; (c) two coats of white lead, linseed oil and turpentine; (d) One coat half lead and half zinc, thinned with turpentine.

The inside of painted wardrobes and closets shall receive: (a) One coat of white lead, linseed oil and turpentine; (b) Shellac sappy places; (c) Two coats of white lead, linseed oil and turpentine.

The inside of dining room sideboards shall receive: (a) Oil stain; (b) One coat Valspar.

All exposed deck plating, beams, and other exposed structure steel and exposed pipes shall be treated as follows: (a) If necessary scaled and painted one coat of red lead (b) Two coats white lead, linseed oil and turpentine; (c) one coat half lead and half zinc, thinned with turpentine; (d) One coat half lead, half zinc, thinned with turpentine to which should be added a little varnish; (e) One coat of Ripolin gloss.

All the hardwood wainscoting, covered columns and other hardwood of walls, also grab rails, hand rails of stairs, hardwood of built-in and semi-fixed furniture and backboards at berths, shall receive the following treatment: (a) Color with oil stain; (b) Wheeler's paste filler; (c) Two coats of Valspar.



Litosilo floor covering of staterooms, lobbies, passages and alcoves shall receive: (a) One coat white lead, linseed oil and turpentine, mixed with Valspar; (c) One coat half lead and half zinc thinned with turpentine, to which should be added a little varnish; (d) One coat of Ripolin gloss. All paint coats shall carry maroon color in them.

**Par. 24—4th Class Public Rooms**

The whole of this space will be repainted with three coats of white lead, linseed oil and turpentine in white or in light color to Agent's approval, with the lower portion of the walls (about 42") in maroon. The deck plating and beams will be cork painted. The litosilo flooring will be finished in maroon and in similar manner to that specified for 3rd class accommodation. The hardwood shall be treated as specified for hardwood wainscoting of 3rd class.

**Par. 25—Fourth Class Stairs, Staterooms, Passages, Toilet Rooms and Bath Rooms**

All the pine woodwork shall receive three coats of white lead, linseed oil and turpentine.

All exposed steel structure (shell, deck and bulkhead plating, frames, beams and stiffeners) will be cork painted, the woodwork, ventilating trunks, etc., smooth painted. The finish will be white or in light color to Agent's approval, except on shell and bulkheads for a distance of 18" above the deck where the finish will be maroon color.

The litosilo floor covering of public rooms and stairs shall be treated as specified for litosilo floor covering of third class.

All natural finished woodwork including ash backboards at berth, ash seats and ash ladders shall be treated like hardwood wainscoting of third class.

**Par. 26—Captain's and Deck Officers' & Engineering Officers' Rooms, Offices, Messroom and Bath and Toilet Rooms**

The rooms are to be repainted and refinished complete in color, etc., as specified in Group 5.

The existing natural finished woodwork, including that of built-in and semi-fixed furniture shall be treated as specified for first-class existing hardwood outside staterooms.

The painted ceilings and other painted work shall be treated as specified for first-class existing painted staterooms, etc., or, if enameled, the places shall be treated as specified for first-class existing enameled staterooms, etc.

All the existing painted or enameled wood, iron or steel shall be treated as specified for corresponding work in first-class passenger quarters.

**Par. 27—Chief and Asst. Stewards, Chefs, Purser's and Assistants, Doctor's and Assistant, Restaurant Manager's and Assistant, Postal Clerks, Radio Operator's, Baggage Masters, etc., Rooms and Offices.**

These rooms are to be repainted and refinished completely in colors, etc., as specified in Group 5 or in general as specified for 1st Class Accommodations.

**Par. 28—Deck & Engineering Petty Officers' Accommodations**

These rooms are to be repainted and refinished completely, the work in general to be similar to that specified for corresponding 3rd class rooms and spaces. The colors to be to Agent's approval.

**Par. 29—Chief and Asst. 2nd, 3rd and 4th Class Stewards, Stewardesses, Chief and Asst. Bakers and Butchers, Asst. Chefs, Musicians, etc., Rooms and Office, Interior Communication and Switchboard Room and Telephone Central**

These rooms are to be repainted and refinished completely, the work in general to be similar to that specified for corresponding 2nd class rooms and spaces.

**Par. 30—Sailors, Firemen's, Stewards, Kitchen Forces, Etc., Accommodation**

These rooms are to be repainted and refinished completely, the work in general to be similar to that specified for corresponding 4th class rooms and spaces.

**Par. 31—Barber Shops and Ladies' Hairdressing Shops**

These rooms to be repainted and refinished completely to the Agent's approval, the work to be similar as specified for rooms of corresponding classes.

**Par. 32—Passenger & Crew Hospitals, Dispensaries and Operating Room and Bath & Toilet Rooms.**

These rooms to be completely repainted and refinished in white, the work to be similar to that specified for 2nd class quarters.

**Par. 33—Linen Lockers and Closets, Baggage Room, Mail Room, Storerooms, Carpenter and Joiner Shops, Etc.**

These rooms shall be painted in colors to the Agent's approval, the work in general to correspond to that specified for 3rd class accommodation.

**Par. 34—Miscellaneous Rooms**

The finish in the rooms referred to in Group 1, Section 3, par. 40, shall be equal to the finish of equal or corresponding rooms throughout the vessel and to the Agent's approval.

**GROUP 3****FURNITURE AND FURNISHINGS****SECTION 1****ITEMS TREATED UNDER THIS GROUP**

Under this Group the following are included, considered and dealt with:—

- (a) Portable furniture and upholstery, including upholstery for built-in furniture.
- (b) Mattresses and Pillows for beds and berths.
- (c) Carpets and Rugs.
- (d) Curtains and Draperies.
- (e) Sofa Pillows.
- (f) Paintings and Pictures.

**SECTION 2****PORTABLE FURNITURE AND UPHOLSTERY, INCLUDING UPHOLSTERY FOR BUILT-IN FURNITURE****Par. 1—General Requirements**

**General.** In general the portable furniture shall be in quantity as shown on the contract plans, supplemented by the schedules contained in the following Section 3 and subject to such additions or modifications as may be shown on the  $\frac{1}{4}$ " scale arrangement of the various decks. For compartments and rooms where the furniture is not clearly shown on the plans or given in the schedules, furniture of the type as customarily provided for vessel of this class, shall be furnished and in quantity to meet the requirements of the various rooms. In quality the furniture shall be fully equal to the furniture originally installed in the vessel and as herein-after specified and equal to custom made. Photographs and sketches contained in separate folder illustrate in general the design of furniture required. In this connection photographs showing the public, etc., rooms as originally fitted out, shall also be used as a guidance.

The existing sofas in first and second class accommodations shall be thoroughly reconditioned. New sofas, where possible, shall be convertible into berths and of design as approved.

Officers' and Petty Officers' staterooms shall be fitted with fold-up lavatories where so indicated on the plans.

**Construction of Furniture.** All frames of completely upholstered furniture shall be built of ash.

Exposed frames of partially upholstered furniture shall be of birch; in some of the first class public rooms and in some of the special suites they shall be of oak, mahogany or walnut, as may be required, and where required to complete the necessary number of pieces shown shall be made to match the existing furniture in the same room.

All frames for the chairs, sofas, etc., whether to be upholstered or not, shall be built with dowels; glue used shall be the best quality waterproof glue. All corners where legs join the seats are to be reinforced with corner blocks glued in with waterproof glue and then strengthened with not less than two screws; no nails to be used in the construction of furniture frames.

Wherever the terms Recondition, Repair or Refinish are used in connection with portable furniture, it is understood that where loose joints show, such part of the furniture shall be taken apart entirely, the old glue scraped off, new dowels furnished and the furniture reglued with waterproof glue. Where corner blocks are loose, the old screws are to be removed and replaced with larger size new screws. The old finish shall be scraped down to the wood and the furniture refinished, so that the old furniture will have the same finish as the new.

In reconditioning all sofas, chairs and furniture of this character, it is understood that all webbings and springs shall be removed and replaced by galvanized iron strapping and new springs as specified elsewhere for new furniture.

All mirrors shall have sealed frames.

**Hardware.** All portable furniture throughout shall be provided with suitable hardware in form and kind of metal conforming to the style of the room and approved by the Agent. All first, second and third class desks shall have metal inkwells with glass reservoirs and all first class desks shall have metal calendar frames secured to the desks. Inkwells and calendar frames specified in Group 4.

**Securing Furniture in Place.** In the first class dining saloon, children's dining saloons, winter garden, restaurant, servants' dining saloon and second class dining saloon, chains, turn-buckles, sockets, etc., shall be provided for readily securing the chairs to the deck when this is found necessary. This device shall be so designed that it can be easily dismantled and stowed when not needed leaving a flush surface on the deck. In the third and fourth class dining saloons and in all officers and crews' messrooms, the chairs shall be permanently secured to the deck. In all other public rooms, about 50 per cent. of the chairs shall be fitted with approved securing device to the deck, against bulkheads, etc.

In all dining saloons, in the restaurant and in all messrooms, arrangements shall be made for securing the tables to the decks, either permanently or where so required with a device that allows the tables to be readily

removed. In the winter garden the bases of the tables shall be weighted instead of being secured. In all other public spaces and in staterooms, etc., about 50 per cent. of the tables will be secured to the decks, either permanently or by readily removable securing device. Material and finish of the securing devices shall correspond with the hardware in the respective room.

**Mattresses and Pillows.** The 80 berths included in the first class passenger accommodations but not enumerated under beds shall each be provided with one mattress and two pillows of the same size and quality as specified for first class beds.

A great quantity of the mattresses and pillows originally furnished for the vessel is available for such use as it can be put to in reconditioning the vessel. Consideration shall be given to using the hair and feathers of the equipment, in the manufacture of the new mattresses and pillows, after they have been thoroughly cleaned, fumigated, etc.

**Partitions Between Berths.** Where in the passengers and crews berthing spaces the berths are arranged two abreast and adjoining each other, a galvanized steel plate partition shall be fitted between them, extending to about 30" above the bottom of the berth. This partition shall be so designed as to be readily detached and stored.

**Quality of Material for Upholstery.** Where hereinafter uncut Mohair is specified, F. Schumacher & Co., No. 70588 quality or equal shall be used. Where good quality Mohair is specified, F. Schumacher & Co., No. 22388 quality or equal shall be used. Where machine made wool tapestry is specified for first class smoking room needle point imitation wool tapestry F. Schumacher & Co., No. 40272 quality or equal shall be used. Where machine made wool tapestry is specified for other spaces than first class Smoking Room, F. Schumacher & Co., No. 40042 quality or equal shall be used. Where machine made tapestry is specified, F. Schumacher & Co., No. 40230 quality or equal shall be used. Where heavy velour is specified, Cheney Bros., No. 2991 quality or equal shall be used. Where taffeta is specified, Cheney Bros., No. 5956 quality or equal shall be used.

**Removal and Storage of Existing Furniture.** The contractor shall remove and store the existing portable furniture and upon removal shall give the Agent proper receipts therefor and receipts and furniture shall be marked with Agent's identification marks and numbers in order to facilitate the reconditioning and replacement of the furniture in the proper spaces on the steamer.

#### Par. 2—Samples

If the Agent so elects, he will select samples of all upholstery to his satisfaction and hand them to the contractors for his information; the Agent may also, if he so decides, furnish the contractor with sketches

of the furniture that will be considered satisfactory. If this, however, is not done by the Agent, the contractor shall submit samples, drawings, etc., to the Agent for approval.

#### Par. 3—Portable Furniture in First-Class Public Rooms & Spaces

Some of the portable furniture originally furnished for use in the vessel's public rooms still exists, but the greater portion has been removed and is to be replaced. The pieces existing require complete reconditioning. In addition to this furniture four lacquer screens at a price of \$700 each will be furnished for the Social Hall.

#### Par. 4—First-Class Social Hall

All upholstered furniture to be made of first-class materials as follows:

**Seats of sofas:**—In place of webbing, galvanized iron bands about an inch wide, shall be used and so placed that the intersections come directly in the center of each spring. Galvanized No. 3 springs shall be used, placed as nearly as possible four to every square foot of surface to be upholstered. These shall be securely fastened at the bottom to the metal bands and covered at the top with heavy 14-oz. burlap, stitched to the springs and securely tacked to the frame. The stuffing over the springs shall be the best X. T. South American Horsehair Drawings, 50 per cent tail and 50 per cent mane. There shall be no adulteration. The stuffing in turn shall be covered with heavy 14-oz. burlap and thoroughly stitched so as to hold the stuffing in proper place. A layer of Cotton Batting shall be placed over this stuffing and this in turn shall be covered with Atlantic A Sheeting, attached to the frame ready for the cover.

**Backs and arms of sofas and of large upholstered chairs:**—The best 3½" webbing, designated as F. M. G. shall be used, spaced so as to allow for air holes. The webbing shall be properly stretched and attached to frame. Over this webbing shall be placed No. 14 pillow springs, about an inch apart. The springs shall be stitched thoroughly to the webbing and tied at the top at four sides with the best quality of heavy hemp twine, this shall be tacked to the frame in the proper position. The springs shall be covered with heavy 14-oz. burlap stitched to the springs and securely tacked to the frame. The stuffing over the springs shall be the best X. T. South American Horsehair Drawings, 50 per cent tail and 50 per cent mane. There shall be no adulteration. The stuffing in turn shall be covered with heavy 14-oz. burlap and thoroughly stitched so as to hold the stuffing in proper place. A layer of Cotton Batting shall be placed over this stuffing and this in turn shall be covered with Atlantic A Sheeting attached to the frame ready for the cover.

**Seats of chairs:**—In place of webbing heavy galvanized wire shall be used and so placed that the intersections come directly in the center

of each spring. Galvanized No. 3 steel car springs shall be placed as nearly as possible, four to every square foot of surface to be upholstered. These should be securely fastened at the bottom to the galvanized wire and covered at the top with heavy 14-oz. Burlap, stitched to the springs and securely tacked to the frame. The stuffing over the springs shall be the best X. T. South American Horsehair Drawings, 50 per cent, tail and 50 per cent mane. There shall be no adulteration. The stuffing in turn shall be covered with heavy 14-oz. Burlap and thoroughly stitched so as to hold the stuffing in proper place. A layer of Cotton Batting shall be placed over this stuffing and this in turn shall be covered with Atlantic A Sheeting, attached to the frame ready for the cover.

Backs and arms of chairs:—Those requiring upholstery shall have the opening in the frame filled with 3½" webbing as specified for backs and arms of sofas. This shall be covered with 14-oz. Burlap properly stuffed with the best quality of hair; covered with a layer of Cotton Batting and Atlantic A Sheeting as specified for backs and arms of sofas.

Pads on Arms of Chairs:—The arms of the chairs shall be stuffed with hair and covered with Atlantic A. Sheeting, as specified for backs and arms of chairs.

Pads for seats of cane arm and side chairs:—Upson board shall be used in preference to heavy buckram as a foundation. Over this shall be placed a thick layer of the best unadulterated X. T. South American Horsehair Drawings, 50 per cent tail and 50 per cent mane; securely stitched with hemp twine to hold the hair in place. The hair in turn shall be covered with Atlantic A Sheeting attached to the board ready for the cover which will be put on plain and welted at the edges.

Twenty-five per cent of the upholstered furniture to be covered in modern wool tapestry, machine-made, antique effect, close nailed.

Balance of upholstered furniture to be covered with uncut Mohair—plain striped or with small design—and welted with same material. In general, the types of furniture will be as follows: Cane arm chairs, cane side chairs, complete upholstered chairs, seat and back upholstered chairs, upholstered sofas against wall, upholstered sofas free standing, screens, small tables, large tables, card tables and flower boxes, also writing desks with tops covered with sumac sheepskin, gold tooled at border.

The existing grand piano shall be carefully examined, instrument and case thoroughly overhauled and refinished and in all respects put in a strictly first-class condition.

#### Par. 5—First Class Dining Saloon

All chairs to be upholstered with first class materials as specified for chairs in first-class Social Hall. The covering to be of uncut Mohair with small Louis XVI floral design and welted with material to harmonize with Mohair. In general, the types of furniture will be as follows:—Dining

Room Arm Chairs, upholstered seat and back, large and small tables and special serving tables with electric plate warmers and bad weather table racks. The electric plate warmers are specified in detail in Title VI, Group 4, Section 2, par. 6.

An upright piano of make to be approved and at a price of about \$700.00 wholesale shall be furnished for the orchestra and located in the balcony at the rear end of the dining saloon.

#### Par. 6—First-Class Children's Dining Saloons

All chairs and benches shall have rush bottom seats. The upholstered cushions for seats of benches shall be made of first-class material as specified for upholstery of chairs in first-class Social Hall and shall be covered with striped Cartridge silk or with same material block printed in small floral or regular design. In general the furniture shall be as follows: Adult side chair—Children's side chair—Special chair—Sideboard—Benches with separate upholstered cushions—oblong tables—bad weather table racks.

#### Par. 7—First-Class Smoking Room

All existing leather covered sofas and chairs to be retained; eight new wing arm chairs to be covered in needle point imitation wool tapestry, close nailed. In all cases where necessary the furniture will be reupholstered with first class materials as specified for sofas and chairs of first class Social Hall. Also where necessary the present leather covering is to be repaired or renewed.

#### Par. 8—First-Class Library

All existing leather covered chairs to be retained where in good condition; 22 other chairs to be covered with uncut Mohair, striped or small design, and welted in same material. In all cases where required the furniture will be reupholstered in best manner, as specified for chairs and sofas for first-class Social Hall. Also where required the leather covering of chairs is to be repaired or renewed. In general, the types of furniture will be as follows: Upholstered sofas; upholstered side chairs and arm chairs, square and round tables, mahogany writing desks and two mahogany long tables at side of mantel; and one mahogany long table in front of bookcase. Desks and long tables covered with sumac sheepskin, gold tooled at border.

#### Par. 9—Winter Garden

All upholstered pieces and chair pads to be made of first-class materials upholstered as specified for furniture of first-class Social Hall. To be covered in heavy Cartridge silk No. 2610, striped in way of design and welted with same material. In general, the types of furniture will be as follows: Arm Chairs, Side Chairs, Cane Arm Chairs, Cane Sofas, Small Round Tables, Serving Tables and Stands for Palm Tubs.

**Par. 10—Restaurant**

All chair seats and backs to be made with first-class materials and upholstered as specified for chairs of first-class Social Hall. To be covered with fine machine-made wool tapestry having Empire design and welted with material color of background of tapestry. In general, the types of furniture will be as follows: side chairs with upholstered seats and backs; serving tables fitted with electric plate warmers; one three-fold plate glass screen in wood-frame; large and small tables; cashier's desk; musicians' cabinet; side board having glass shields in wood frames at back and sides also glass tops; bad weather table racks. The electric plate warmers are specified in detail in Title VI, Group 4, Section 2, Par. 6.

The existing grand piano shall be carefully examined, instrument and case thoroughly overhauled and refinished and in all respects put in a strictly first-class condition.

**Par. 11—Tea Room**

All chair seats and backs to be upholstered with first class materials as specified for chairs and sofas or first-class Social Hall. To be covered with machine-made wool tapestry similar to covering of existing chairs and welted with heavy gimp to tone in with tapestry. In general, the types of furniture will be as follows:—Side chairs, arm chairs, upholstered window seats and upholstered sofas, square tables, four desks. Desks covered on top with Sumac sheepskin, gold tooled at border.

**Par. 12—First-Class Lobbies**

Sofas and chairs to be upholstered with first-class materials as specified for first-class Social Hall. Twenty-five per cent. of the furniture to be covered in machine made wool tapestry, antique effect, close nailed. Other sofas and chairs to be covered in uncut Mohair or heavy velour striped or small regular design. In general the types of furniture will be as follows:—Cane arm chairs with seat pads, upholstered seat and back arm chairs, cane side chairs with seat pads, all-over upholstered easy chairs and sofas and small tables.

**Par. 13—1st Class Gymnasium**

The gymnasium shall be fitted out complete to the Agent's approval. Only the best make and type of outfit and equipment will be accepted. Approximately the following articles shall be furnished and installed, the schedules, however, being subject to such modifications (additions or omissions) as the Agent may direct before the order is placed for the equipment.

- 1 Parallel Bar
- 6 Chest weights, various types
- 1 Wrist Roll
- 1 Quarter Circle & Arc
- 1 Travelling Parallel

- 1 Rowing Pulley Weight
- 1 Arm Machine
- 1 Nautical Wheel
- 1 Hydraulic Rowing Machine
- 1 Striking Bag Drum with No. 117 Bag
- 2 5x10 Mats—2" No. 6 Duck to lash together
- 2 sets Gymnasium Boxing Gloves
- 1 Game Cabinet
- 4 No. 6 Medicine Balls
- 1 Gymnasium Scale with No. 245 Rod
- 1 Kneading Table
- 1 Mechanical Horse
- 1 Trunk Shaker
- 1 Vibratory Chair
- 1 Bicycle Trainer

**Par. 14—First-Class Suites & Staterooms**

Some of the portable furniture originally furnished for rooms on B, C and D decks is yet available for use, although in more or less damaged condition. Such pieces as sofas, tables, desks and dressing cabinets are in fair condition and can be satisfactorily reconditioned for their original places. A larger number of beds are missing and will be replaced by beds of a different design developed and approved by the Agent; those available will be reconditioned and placed in inside rooms and the new ones in the outside or more important rooms. The chairs, as a rule, are in bad condition; a great many of them can be reconditioned, and where so done, will be used for inside rooms. The same is the case with nightstands, shelves, racks, lavatory cabinets, etc. All furniture not available for satisfactory reconditioning will be replaced and all reconditioned furniture must be reupholstered.

Practically all of the portable furniture originally furnished for the rooms on E and F decks has been removed and will have to be replaced.

New upholstery and sofa cushions shall be provided as listed in Section 3.

In the ordinary first class staterooms all upholstered furniture to be made of first-class material as specified for furniture of first-class Social Hall.

Chairs to be covered in uncut Mohair and sofa covered in Imperial Denim, plain or figured, put on plain and welted with the same material. Sofas to have two (2) slip covers of Cartridge silk, No. 2610, dyed washable colors and welted with same material in contrasting color; made to fit perfectly (see slip cover in Sample Room 466-E).



In general the types of furniture will be as follows: Beds, rectangular tables, tops covered with No. 7410 felt (American Felt Co. or equal), in a color to harmonize with room; arm chairs with upholstered seat, backs and arms; side chairs with upholstered seat; all-over upholstered sofas convertible into beds; nightstands where shown on plans with linoleum on top and bottom shelves; desks with painted leatherized tops under glass, the glass to be raised at corners on felt discs with three American plate glass mirrors and shelves and top and bottom compartments; cabinet work under lavatories; mirror on back of each wardrobe door; framed mirrors over lavatories ( $\frac{1}{4}$ " polished plate); robe racks; book racks.

Machine buffed split cowhide to a height of about 54" shall be laced on stanchions where they occur, and finished with a turk's head.

All existing outside staterooms on B, C and D Decks and at least the new outside staterooms on E and F decks shall be fitted with new furniture, of hardwood finish, as directed by Agent. Among this new furniture there shall be furnished lavatory cabinets on which shall be fitted the lavatories specified in Title 7, Section 2, Par. 4. The quantities and types for E and F decks are as follows: Double type (two bowls together) 42; combination type (two single bowls with dressing table between) 42; single type, 85; short combination type, 15.

All staterooms shall be provided with life belt racks similar to sample in Sample Room E-466.

Beds: About 230 of the beds originally used for these rooms still exist and will be used for the inside and less important rooms after being repaired re-enamelled as specified hereinafter, and in every respect put in first-class condition. The new beds to be furnished shall be of wood and of the type and construction specified below, 64" clear inside length and 29" wide overall; height of the headboard to be 3'3" and of the footboard 2'5". The clear height underneath the bed to be 14". The clear height of the cross rods to be 20" from deck. Slight modifications from these dimensions may be decided upon.

The beds shall be of birch except the head and foot panels, each of which shall be a one-piece panel stamped from No. 20 gauge, open hearth, long terne steel (tin and lead coated) perforated to imitate cane. The frame shall be built with the head and footboards coved, tongue and grooved and dowelled. A rabbet shall be provided for the panel which shall be secured to the frame with flat head screws; then a moulding shall be applied to cover the open part of the panels and secured so that both sides will look alike, giving the appearance of being made of one solid piece of wood. These mouldings shall be secured with flathead screws countersunk and puttied to give an even surface. The posts shall be tongue and grooved and dowelled

to this frame. The side rails shall be equipped at each end with two (2) heavy dowels, which will fit into the head and foot boards. When the beds are set up the side rails shall be secured to the head and footboards by  $\frac{3}{4}$ " diameter helicon screws 5" long counter sunk into the posts. Other device may be used with the approval of the Agent, but the device used must hold the bed when set up absolutely rigid; at the same time it must not be too difficult to take apart.

The frame of the spring bottom to be of high carbon angles, both sides and end angles to be  $1\frac{1}{2}$ "x3/16", securely braced at each corner by  $1\frac{1}{2}$ "x1 $\frac{1}{2}$ "x3/16" angle. The end angles shall be crowned at least  $1\frac{1}{4}$ " and fitted with a device for securing to the head and footboards in such a manner that the bed can be readily dismantled and at the same time when erected be absolutely rigid. The spring bottoms to be of the same type as those fitted now in the existing beds. The leeboards shall be put together as specified for bed frame. There shall be a perforated panel to imitate cane, as specified for bed, set into the frame. The leeboard to be securely fastened to post and top of side rail by a device permitting the board to be readily removed.

The wood bed shall be finished as follows: (a) Water stain; (b) One thin coat of shellac; (c) Two coats of waterproof varnish rubbed with pumice stone and oil after each coat.

The bed shall as nearly as possible conform as to design to sample bed (made in wood) installed in sample stateroom No. 466 on "E" Deck, and in details of construction as previously described.

The existing metal beds shall be finished with one coat of prima and three coats of enamel of approved color, each coat baked separately at a temperature of not less than 200 degrees Fahr. When finished the entire parts are to be hand rubbed with pumice stone powder so as to produce a smooth and lasting finish.

One mattress shall be furnished for each bed, of a quality known as Imperial edge; super extra black drawings horse hair. Ticking 8-oz. Amoskeag, A. C. A. or equal, sewn together in a first-class manner, seamed on inside, double sewn. Hair shall be pure black horse hair all tail, free from any adulteration or other mixture. Borders shall be  $5\frac{1}{2}$ ", roll top and bottom, two rows of stitches between rows; 52 stitches on each row on side, 21 stitches on each row on ends, tufted 4x8 in a diamond; the weight shall be 35 lbs. net hair for mattress 29"x6'4", other sizes in proportion. Tufts shall be best cotton wicking and the twine used in stitching best linen flax twine.

Two pillows shall be furnished for each bed, size 22"x30", weight 3 lbs. net. Ticking 8 oz. Amoskeag A. C. A. or equal, sewn in a first-class manner, seamed on inside, double sewn. Extra choice white

goose feathers, all new stock, no mixture or adulteration, guaranteed odorless, thoroughly cured and dressed. In addition one down pillow extra choice white goose feathers shall be furnished each bed.

**Sofa Lee Boards:** All sofas convertible into beds shall have hardwood leeboards in quantity as shown on the schedule of quantities and in design approximately like the model in sample stateroom E-466. There shall be two sections, a back piece and a side piece, each section to have an upper and lower panel; the upper panel to be filled with perforated metal to imitate cane and the lower panel to be of hardwood.

The leeboards shall be made from drawings furnished by the Agent. The hardware shall be special.

In the saloons of the first-class suites all upholstered furniture to be made of first-class materials as specified for first-class social hall. Arm chairs, sofas and side chairs to be covered in uncut Mohair and welted in same material. All-over upholstered chair to be covered in figured material to match curtains at ports. Table base to be upholstered with machine buffed split cowhide. In general the types of furniture will be as follows: Oval table, leather covered base; arm chairs with upholstered seat and back; side chairs with upholstered seat; all-over upholstered chairs; all-over upholstered sofas convertible into beds; regulation desk and dressing table; mirrors on back of dressing table and wardrobe doors. Desks shall have a mat of sumac sheepskin; tone special color with small hand tooled border at extreme edge.

In the bedrooms of the first-class suites all upholstered furniture to be as specified for saloons, except there will be no all-over upholstered chairs. Chairs to be covered in uncut Mohair and sofas covered in Imperial denim, plain or figured, both put on plain and welted with the same material. Two slip covers for each sofa to be of Cartridge Silk No. 2610, dyed plain washable color and made as specified for sofas in first-class outside staterooms. In general the types of furniture will be as specified for first-class outside staterooms, except that brass beds shall be furnished. About twenty of these beds now exist, these will be gone over and if they can be put in absolutely first-class condition this will be done; otherwise new beds will be provided. The missing beds to be replaced with beds of design to be approved. Mattresses and pillows to be the same as specified for first-class staterooms.

All rooms shall be provided with hardwood trunk runners fitted under the beds as in Sample Room E-466.

#### Par. 15—Servants' Dining Saloon

The seats and backs of all chairs and of built-in seats shall be upholstered with first-class material, as specified for first-class Social Hall, and covered with Craftsman Special Quality, Du Pont Fabricoid or equal, put on plain with imitation leather gimp close nailed. In general the types of furniture will be as follows: side chairs, with upholstered backs and seats, built-in seats upholstered, oblong tables, dresser and cabinet, bad weather table racks.

#### Par. 16—Fold-up Seats in 1st Class Public Lavatories and Baths

Each bathroom to be furnished with a fold-up hardwood seat.

#### Par. 17—Second-Class Public Rooms

A considerable portion of the portable furniture originally fitted in these spaces still exists. The pieces in fair shape will be reconditioned; those unfit and those removed from the vessel will be replaced.

#### Par. 18—Second-Class Social Hall

All upholstered furniture to be made of first-class materials as specified for first-class Social Hall, and covered in machine made tapestry striped, or with all-over regular designs. To be put on with gimp to tone in with tapestry. In general, the types of furniture will be as follows: Side chairs with upholstered seat, arm chairs, upholstered back and seat, all-over upholstered easy chairs, all-over upholstered sofas, tables with base covered with cork composition, writing desks with tops covered with sumac sheepskin.

An upright piano of make to be approved and at a price of about \$600 wholesale, shall be provided for this room.

#### Par. 19—Second-Class Dining Saloon

All chair seats to be upholstered with first-class materials, as specified for first-class Social Hall, and covered with top grained cowhide, back and seats, put on with close nailed leather gimp. In general, the types of furniture will be as follows: Dining room chairs, upholstered seat and back, round tables, oval tables, oblong tables and serving tables and bad weather table racks.

#### Par. 20—Second-Class Smoking Room

All upholstered furniture to be made with first-class materials, as specified for first-class Social Hall, and covered with top grain cowhide, walnut finished, close nailed.

In general, the types of furniture will be as follows: Arm chairs with upholstered seat and back, two chairs all-over upholstered back and seat, all-over upholstered sofas, tables with base covered with cork composition, writing desks with tops covered with sumac sheepskin.

**Par. 21—Veranda**

Four tables and built-in settees, with portable leather pads, covered with top grain cowhide.

**Par. 22—Second-Class Lobbies**

All furniture upholstered in best manner, with first-class materials, as specified for first-class social hall, and covered with top grain cowhide, walnut finish, close nailed. In general the types of furniture will be as follows: Built-in sofas, upholstered back and seat, all-over upholstered arm chairs, all-over upholstered sofas, tables with base covered with cork composition.

**Par. 23—Second-Class Gymnasium**

The gymnasium shall be fitted out complete to the Agent's approval. Only the best make and type of outfit and equipment will be accepted. Approximately the following articles shall be furnished and installed, the schedules, however, being subject to such modifications (additions or omissions) as the Agent may direct before the order is placed for the equipment:

- 6 Chest Weights, various types
- 1 Wrist Roll
- 1 Quarter Circle and Arc
- 1 Rowing Pulley Weight
- 1 Arm Machine
- 1 Nautical Wheel
- 1 Hydraulic Rowing Machine
- 1 Striking Bag Drum with No. 117 Bag
- 2 sets Gymnasium Boxing Gloves
- 1 Game Cabinet.
- 4 No. 6 Medicine Balls.
- 1 Gymnasium Scale with No. 245 Rod
- 1 Kneading Table
- 1 Mechanical Horse
- 1 Trunk Shaker
- 1 Vibratory Chair

**Par. 24—Second-Class Staterooms**

Each stateroom will be furnished with two berths, one upper and one lower. In the now existing rooms these berths have hardwood leeboards attached to the metal frame of the spring mattress, and both of the berths are arranged to swing up when not in use, the leeboard folding up over the bedding. These berths will be replaced by, and the new rooms fitted with, white enameled metal berths with spring mattresses, the mattresses to be of the same construction as those originally fitted (and the same as in the first-class staterooms).

The two berths will be made to have the same appearance, although the lower one will be stationary and the upper one arranged to swing up when not in use. Drawing showing the construction of these berths will be submitted to the Agent for approval. So far as the leeboard is concerned, it should follow the model prepared by the Agents and now placed in position in one of the second-class staterooms. Where the end of the berth is fitted against the side of a wardrobe, the latter is to be extended to form support for the berth; in other places, where required, an oak paneled end will be fitted to serve this purpose. In way of each berth, a 9" wide oak, natural finished, backboard will be fitted against the bulkhead.

Each stateroom will be fitted with one or two fold-up lavatories, as shown on contract plans, with a parcel rack, oak, 10"x27", two fold-up shelves, oak, 6"x18", one fitted at each berth, one folding camp stool, one folding seat, upholstered, oak, 15"x19", secured to bulkhead or back of door, one oak life preserver rack for each person occupying the room, one grab handle, white metal, with hardwood grab, at each upper berth and upper sofa berth, and one oak berth ladder. Proper stowage to be arranged for the ladder.

In the existing rooms where mahogany is used, replacements of furniture, etc., where necessary, will be in mahogany.

All built-in sofas, both backs and seats, upholstered in best manner, with first-class materials, as specified for sofa seats of first-class Social Hall, except that the hair shall be all tail. Sofa frame of oak, with upholstered seat and back, covered in machine made tapestry, with small regular design or simple floral pattern, to be put on plain with furniture gimp.

One mattress and two feather pillows for each built-in berth, and two feather pillows for each sofa berth, all of the same quality, etc., as specified for first-class staterooms.

Each stateroom shall be furnished with hardwood trunk runners under the berths.

**Par. 25—Fold-up Seats in Second-Class Public Lavatories & Baths**

Each bathroom to be furnished with a fold-up hardwood seat.

**Par. 26—Third-Class Public Rooms**

Practically all portable furniture originally fitted in these spaces has been removed. The few pieces still remaining are unfit for reconditioning. The contractor will furnish a complete set of new furniture as shown on sketches which may be furnished by the Agent, or on plans to be developed by the contractor and submitted to the Agent for approval.

**Par. 27—Third-Class Smoking Room**

All upholstered furniture to be made in best manner, with first-class materials, using No. 1 mixed hair covered with Craftsman special quality Du Pont Fabricoid or equal, put on plain with imitation leather gimp. Types of furniture as follows: Side chairs with upholstered seat, built-in sofas, upholstered back and seat, small square tables, writing desks.

**Par. 28—Third-Class Ladies' Lounge**

All upholstered furniture to be made in best manner with first-class materials, using good quality of hair and covered with Mohair, good quality, put on with plain gimp. Types of furniture as follows: Built-in sofas, upholstered back and seat, side chairs with upholstered seat, small square tables, writing desks.

**Par. 29—Third-Class Dining Saloon**

All seats of swivel chairs to be upholstered in best manner with first-class materials and covered with Craftsman special quality Du Pont Fabricoid or equal put on plain with imitation leather gimp. Type of furniture as follows: Dining room swivel chairs, long oblong tables, serving tables and bad weather table racks.

An upright piano, of make to be approved and at a price of about \$500 wholesale, shall be provided for this room.

**Par. 30—Third-Class Staterooms**

Each stateroom will be fitted with two, four or six berths, two-high, as indicated on the contract plans. The berth front and frame will be of welded steel tubing throughout, with a National link spring mattress or equal, and in accordance with drawings to be submitted for approval. The berths to be easily detachable but not folding and will be supported in malleable cast iron sockets fitted to bulkheads, to the extended sides of wardrobes, or where necessary to an iron pipe support which will be furnished with the berths. The berth fronts and frames (and stanchions where fitted) will be finished in baked enamel of color to be approved and springs tinned. In way of each berth a 9" wide, natural finished, oak backboard will be fitted against the bulkhead. A fixed 6"x18" oak shelf will be fitted at each berth and a brass grab handle at each upper berth. An oak berth ladder will be furnished for about every sixth stateroom and two folding camp stools for each room. Oak life preserver racks will be fitted under the beams.

Each stateroom will be furnished with one or two fold-up oak lavatories, of design to be approved, and as shown on contract plans.

One mattress and two pillows to be furnished for each berth. The mattress to be of quality known as plain edge, pure black South

American horsehair, all mane. Ticking 8 oz. Amoskeag A. C. A. or equal, sewn together in a first-class manner, seamed on inside, double sewn. Hair shall be pure black South American mane hair, free from any adulteration or mixture. Borders shall be 4½". Two rows of stitching in borders, 45 stitches in each row on sides, 18 stitches in each row on ends, tufted 3x7 in a diamond. The weight shall be 25 lbs. net hair for mattress size 29"x6¼", other sizes in proportion. Tufts shall be best cotton wicking and the twine used in stitching best linen flax twines.

The pillows to be 22"x30", weight 3 lbs. net, ticking 8 oz. Amoskeag, A. C. A. or equal, sewn in first-class manner, seamed on inside, double sewn and stuffed with No. 1 prime Java kapok, properly machined and processed.

**Par. 31—Fold-up Seats in Third-Class Lavatories and Baths**

Each bathroom to be furnished with a fold-up hardwood seat.

**Par. 32—Fourth-Class Public Rooms**

For the dining saloon tables and chairs in number as shown on the contract plans shall be furnished. The tables shall be built of ash, 24" wide on cast iron pedestals and with fixed storm rails and the chairs, revolving type, of oak with cast iron bases. The chair seats shall not be upholstered. For the tables located on the cargo hatch, benches shall be substituted for chairs and these tables and benches will be fitted with collapsible iron legs of substantial construction, if so required by the Agent. The chairs and tables shall be secured to the deck; the benches and tables on the cargo hatch provided with lashing device.

The general room and smoking room shall be fitted with sparred seats of oak, with oak tables on cast iron legs and linoleum covered tops and with chairs of oak, revolving type, not upholstered seat. The tables and chairs shall be in number as shown on contract plans.

**Par. 33—Fourth-Class Staterooms and Open Berthing Spaces**

Each stateroom will be fitted with two, four and six berths as shown on the contract plans. The berths to be of the standee, all metal, type, two high, frames and supports enamel painted and with link spring berth bottoms, tinned. Where bulkheads can be made to support the berths the standees shall be omitted. The berths shall be of a type and make satisfactory to the Agent; sample berths to be submitted for approval. Each room will also be fitted with a hardwood chair, with a mirror 10"x12", in hardwood frame, and a small shelf attached, and with a 5"x14" natural finish hardwood shelf in way of each berth. A galvanized iron grab handle will be fitted at each upper berth, and an ash berth ladder provided for about each sixth stateroom.

The open berthing space will be fitted with standee berths, two high, of same type as specified above and in number as shown on contract plans. They shall be enamel painted. Where berths are fitted two abreast and adjoining each other, a steel plate partition shall be fitted between them as specified in Par. 1. Required number of hardwood benches shall be fitted in these compartments.

Each berth shall be furnished with one mattress and one pillow covered with Ticking, quality A, and stuffed with Excelsior.

Ash life preserver racks shall be fitted under the beams in the staterooms.

**Par. 34—Fold-up Seats in Fourth-Class Baths & Lavatories**

Each bathroom to be furnished with a fold-up hardwood seat.

**Par. 35—Ship's Officers' Accommodations**

The greater portion of the portable furniture for these rooms is still available and will be retained and reconditioned. The missing furniture will be replaced with other of like quality, as appears in the contract plans or schedules.

All upholstered furniture to be made in best manner, with first-class materials, as specified for first-class Social Hall, and covered with machine made tapestry, put on plain with gimp to match. The furniture to be as specified hereinafter in the various sections. Mattresses and pillows for the berths shall be same quality and quantity as specified for first-class staterooms, except that no mattress shall be furnished with extra down pillow.

**Par. 36—Deck Petty Officers' Accommodations**

Each room will be fitted with one or more berths as indicated on the contract plans. The berth front and frame will be of welded steel tubing throughout with a National link spring berth bottom and will be supported on malleable cast iron sockets fitted to the bulkhead, or where necessary to iron pipe supports. The berth to be easily detachable. The berth front and frame will be finished in baked enamel of color to be approved and the spring tinned. In way of each berth a nine-inch wide natural finished oak backboard will be fitted against the bulkhead.

Mattresses and pillows shall be as specified for third-class staterooms.

A parcel rack will be furnished for each berth and each room will have one book shelf, and one or two fold-up camp stools depending upon the number of men occupying the room. Hardwood life preserver racks will be fitted under the beams.

The messroom will be fitted with oak or ash tables and chairs as

shown on contract plans and with water cooler stand.

All furniture to be to the Agent's approval.

**Par. 37—Seamen's Accommodation**

The rooms will be furnished with the number of berths indicated on the contract plans. They will be arranged two high and will be of the standee type, frames and supports galvanized, and fitted with National link spring berth bottom tinned. The stanchions and berths to be easily detachable. One expanded metal or galvanized sheet steel locker about 12"x12"x72" will be provided for each man, and the rooms furnished with necessary seats, benches, tables, mirrors, etc., as may be required. Hardwood life preserver racks will be fitted under the beams.

Mattresses and pillows shall be as specified for third-class staterooms.

The messroom will be fitted with ash mess tables and benches as indicated on the contract plans or schedules, and with water cooler stand.

**Par. 38—Engineering Officers' Accommodation**

The greater portion of the portable furniture for the rooms is still available and will be retained and reconditioned. The missing furniture will be replaced as shown on the contract plans or schedules. The couches and pillows shall be covered with imitation leather craftsman special quality DuPont Fabricoid or equal.

**Par. 39—Engineering Petty Officers' Accommodation**

Each room will be fitted with one or more berths as indicated on the contract plans. The berth fronts and frames will be of welded steel tubing throughout, with National link spring berth bottom and will be supported on malleable cast iron sockets fitted to bulkheads, or where necessary to iron pipe supports, and will be easily detachable. The berth front and frame will be finished in baked enamel of color to be approved and the springs tinned. In way of each berth a 9" wide natural finished oak or ash backboard will be fitted against the bulkhead.

Mattresses and pillows shall be as specified for third-class staterooms.

A parcel rack will be furnished for each berth and each room will have a book shelf and one or more camp stools, depending upon the number of men occupying the room, and where required fold-up desks will be provided. Hardwood life preserver racks will be fitted under the beams.

The messrooms will be fitted with oak or ash tables and chairs as shown on contract plans or schedules and with water cooler stands.



**Par. 40—Firemen's and Wipers' Accommodation**

The rooms will be furnished with the number of berths indicated on the contract plans; they will be arranged two high and will be of the standee type, frames and supports galvanized and fitted with National link spring berth bottom tinned. The stanchions and berths to be easily detachable. One expanded metal or galvanized sheet steel clothes locker about 12"x12"72" and one dirty clothes locker 12"x12"x24" will be provided for each man, and the rooms furnished with necessary seats, benches, tables, mirrors, etc., as may be required. Hardwood life preserver racks will be fitted under the beams.

Mattresses and pillows shall be as specified for third-class staterooms.

The messroom will be fitted with ash mess tables and benches as indicated on the plans or schedules, and with water cooler stand.

**Par. 41—Chief and Asst. Purser's and Clerks' Rooms, Offices, Etc.**

The rooms will be fitted with all necessary desks, tables, safes, file cases, racks, upholstered seats, chairs, etc. (some of which now exist), necessary, as indicated on the contract plans or as it appears in schedule herein.

Mattresses and pillows of same quality, etc., as specified for second-class rooms shall be furnished.

**Par. 42—Radio Rooms and Radio Operator's Room**

Some of the portable furniture for these spaces is intact, requiring only a moderate amount of repair. The replacement of certain missing portable furniture will be required to bring same up to the pieces shown on contract plans or schedules.

Mattresses and pillows of same quality, etc., as specified for second-class rooms shall be furnished.

**Par. 43—Medical Officers' Accommodation**

The replacement of certain missing pieces of furniture to bring same up to the quantities shown on the contract plans or schedules herein, will be required in connection with this accommodation, the quality and class of furniture to be in keeping with the class of accommodation provided, viz: in the case of the Assistant Doctor's room it will be the equal of the Assistant Doctor's room on "E" Deck aft. The Hospital Attendant's room on "E" Deck will be the equivalent of the Third-Class staterooms. The Hospital Attendant's Room on "E" Deck forward to be fitted with two berths of the same type as furnished for Third-Class staterooms and of color to be approved. A desk and upholstered seat and side chair to be provided.

Mattresses and pillows of same quality, etc., as specified for second-class rooms shall be furnished.

**Par. 44—Chief and Asst. Stewards' and Stewardesses', Etc., Accommodation**

Chief Steward's office will be provided with a complete set of portable furniture as shown on contract plans or schedules, including safe.

Second Steward's, Chief Steward's Second-Class, Chief Steward's Third Class, and Chief Steward's Fourth Class, offices will be provided with a complete set of portable furniture, as shown on contract plans or schedules.

Chief Steward's and Assistant Chief Steward's staterooms will be provided with a complete set of portable furniture, including desks, chairs, book racks, etc., as shown on contract plans or schedules.

Second Steward's and Assistant Second Steward's staterooms; First Class Stewardess' staterooms; Chief Steward's Second Class, and Assistant Chief Steward's Second Class, staterooms; Second Class Stewardess' staterooms will be provided with portable furniture as shown on the contract plans or schedules and of quality in keeping with this class of accommodation. The wooden berth fronts will be replaced with metal fronts of the type furnished for Second-Class staterooms, in color to be approved, and hardwood chest of drawers built under the berth to suit. The rooms will be provided with parcel racks, book racks, chairs, life preserver racks, as shown on the plans and as may be necessary.

Chief Steward's Third Class, Assistant Chief Steward's Third Class and Third Class Stewardess' Staterooms; Chief Steward's, Fourth Class staterooms; Matron's Fourth Class staterooms; Interpreter's, Gymnasium Instructor's, Cashier's, Stenographer's, Telephone Operator's, Hairdresser's and Manicurist's and Female Bath Attendants' staterooms will be provided with the portable furniture as shown on the contract plans or schedules. Each room will be provided with metal berth of the same type as specified for Third-Class staterooms, in color to be approved, and with chest of drawers built under same, and with the necessary life preserver racks, etc., as may be required.

Mattresses and pillows of same quality, etc., as specified for first and third-class staterooms shall be furnished, depending upon the ratings of the men.

**Par. 45—Restaurant Manager's and Attendants' Accommodation**

Restaurant Manager's, Controller's and Chef's staterooms shall be provided with desks, tables and chairs and other portable furniture

as shown on contract plans or appears in schedules, all to be of oak, also with metal berths of the same type as specified for the Second-Class staterooms, and of color to be approved, with oak chests of drawers underneath. A safe will be provided for the Manager's room.

The Assistant Chef's, Head Steward's and Assistant Head Steward's staterooms will be provided with necessary tables and chairs as shown on the contract plans or schedules, and to be made of ash. Metal berths of the same type as specified for Third-Class staterooms and of color to be approved, and with ash chest of drawers underneath shall be fitted. Hardwood life-preserver racks will be fitted under the beams.

The Stewards' and Kitchen Porters' rooms will be provided with metal standee berths galvanized, with National link spring berth bottom, with a 24"x24"x36" expanded metal or galvanized sheet steel clothes locker for each man, and with ash tables, benches, seats, mirrors, etc., as are indicated on contract plans or schedules, or as may be required. Hardwood life-preserver racks will be fitted under the beams.

Mattresses and pillows of same quality, etc., as specified for second and third-class rooms shall be furnished.

#### Par. 46—Chef's and Kitchen Forces' Accommodations

In the chef's stateroom a new metal front for the berth will replace the present wooden berth front, to be of a type as fitted in the second-class staterooms, with chest of drawers under the berth, modified to suit. The missing portable furniture shall be replaced as provided for on contract plans or schedules.

The assistant chiefs, chief butchers' and bakers and senior cooks', butchers' and bakers' rooms will be provided with metal berths of the same type as furnished for third-class staterooms, in color to be approved, and with hardwood chest of drawers under the lower berths, with tables, stools, parcel racks, book racks, life preserver racks, etc., as may be required, and as shown on contract plans or schedules.

The assistant cooks', butchers', bakers' and kitchen porters' rooms will be provided with the number of berths indicated on the contract plans. They will be 2 high and of standee type, frames and supports galvanized and furnished with National link spring berth bottom tinned, the berths and stanchions to be easily detachable. One expanded metal galvanized or sheet steel locker 24"x24"x36" will be provided for each person, and the rooms will be furnished with neces-

sary benches, tables, mirrors, life preserver racks, etc., as may be required or as indicated on the contract plans or schedules.

The mess and rest rooms will be fitted out with ash mess tables, benches, and water cooler stand, all as shown on contract plans or schedules.

Mattresses and pillows of same quality, etc., as specified for second and third-class staterooms shall be furnished.

#### Par. 47—Stewards', Musicians', Etc., Accommodation

All staterooms are to be furnished with the number of berths indicated on the contract plans. They will be 2 high and of standee type, frames and supports galvanized and furnished with National link spring berth bottom tinned, the berths and stanchions to be easily detachable. One expanded metal galvanized of sheet steel locker 24"x24"x36" will be provided for each person, and the rooms furnished with necessary benches, tables, mirrors, life-preserver racks, etc., as may be required or as shown on contract plans or schedules.

Mattresses and pillows as specified for third-class rooms shall be furnished.

The messroom will be provided with ash mess tables, benches and water cooler stand complete, as shown on contract plans or as appears on the schedule.

#### Par. 48—Baggage Masters' Room and Office and Baggage Room

The Baggage Office and Baggage Masters' rooms will be fitted up complete with necessary desks, chairs, racks and lockers of oak, and in numbered amount, as shown on contract plans or schedules.

#### Par. 49—Barber Shops and Ladies' Hairdressing and Manicuring Shops

All portable furniture in these rooms has been removed, and shall be replaced by appropriate kind, and in accordance with separate schedule, and all appurtenances necessary for this kind of room shall be furnished.

#### Par. 50—Printing Office, Printer's Room and Photographer's Dark Room

In the printing office the greater portion of the necessary tables, chest of drawers, shelves, racks and other portable furniture in this room is intact or available; and in more or less satisfactory condition. They shall be repaired where necessary and completely reconditioned, the missing parts or pieces to be replaced.

The printing machinery is also practically intact, the missing portions or parts to be replaced and the whole of it gone over and put in complete first-class working condition.

The photographer's dark room shall be fitted with all required tables, racks, shelves and appurtenances in general for the proper working of a room of this character.

In the printer's room the portable furniture is practically intact, requiring only minor repair and reconditioning.

Mattresses and pillows as specified for third-class rooms shall be furnished.

**Par. 51—Passenger & Crew Hospitals, Dispensaries and Operating Room and Bath & Toilet Rooms**

In the dispensary all portable furniture has been removed and shall be replaced in accordance with complete detail plans to be submitted to the Agent for approval. The room shall be fitted out complete with all required desks, chairs, dressers, medicine cabinets, bottle racks, shelves, etc., and in the dispensary adjoining the operating room these fittings shall be of metal.

In the operating room all portable furniture has been removed and will be replaced in accordance with complete detail plans to be submitted to the Agent for approval. The room shall be fitted out complete with operating table, instrument cabinet, utensil cabinet, instrument stand, irrigating bottle racks, sterilizers, dressing locker, movable glass top table, a surgeon's stool, and with all other fitting and equipment necessary to completely equip a room of this character. The type and make of this equipment shall be as selected by the Agent.

In the hospital wards and crew's hospital the portable furniture has been removed and shall be replaced as shown on the contract plans. The rooms will be fitted out with metal berths of type to be approved, and with desks, stools, lockers, shelves, etc., and to the Agent's approval, and all of it shall be of metal or glass.

In the hospital wards the mattress and pillows for berths to be same quality and quantity as specified for first-class staterooms, except that no mattress shall be furnished with extra down pillow. In the crew's hospital they are to be same as specified for third-class staterooms.

**Par. 52—Interior Communication and Switchboard Rooms and Telephone Central**

These spaces will be provided with all the necessary tables, chairs, wardrobes, etc., as shown on contract plans or schedules, to meet the Agent's approval and necessary equipment for this type of space.

**Par. 53—Carpenter Shop**

The carpenter shop shall be fitted out complete with lockers, shelves, racks, etc., in accordance with usual practice for this class of room and to the Agent's approval. The following equipment shall be furnished and installed: One long work bench, with several drawers for tools under, one iron vise, one wood vise, one grindstone, two emery wheels and one lathe fitted with electric motor.

**Par. 54—Mail Room and Sea Post Office**

The mail room and sea post office shall be completely fitted out with the necessary desks, tables, benches, sorting racks, mail bag racks, pigeon holes and shelves, all to be of hardwood, except mail bag racks which shall be of metal. Detailed plans to be submitted for approval. Everything in connection with these rooms shall be fitted up to the Post Office Department satisfaction.

**Par. 55—Blacksmith Shop**

This room, located on "K" Deck, fr. No. 219-224, starboard side, shall be fitted up complete with usual shelves, racks, lockers, coal box, etc., and with the following equipment: Two forges with electric blowers, one forge block, two anvils with stands, two iron vises and one large work bench with drawers for tools under. The forge block, the anvils with stands and the vises are available for reconditioning.

**Par. 56—Plumbers' Shop**

This room, located on J Deck, portside fr. No. 219-224, shall be fitted up complete with one long bench with small drawers for tools and shelves above and below, with necessary number of bins to properly store plumbing fitting spare parts and with pipe racks, and with the following equipment: One iron vise, one sheet metal bending machine, two acetylene welding sets, one set of pipe cutting stocks and dies, two sets of pipe cutters, one No. 1 and one No. 2, one small drilling machine with motor, one emery wheel with motor, one pipe bending machine up to 2" capacity and one pipe vise. Of the above referred to equipment the sheet metal bending machine, the two acetylene welding sets, the piping cutting stock and dies and the two sets of pipe cutters are available for reconditioning.

**Par. 57—Miscellaneous Rooms**

In Group 1, Section 3, paragraphs 16 and 40, reference is made to certain rooms and spaces affected by various modifications of the arrangement of the vessel. The portable furniture, upholstery, etc., in these rooms shall be as shown on contract plans and the quality, etc., equal to similar or corresponding rooms throughout the vessel.

### SECTION 3

#### SCHEDULE OF PORTABLE FURNITURE

##### Par. 1—General Notes

In the schedules listed hereinafter, in Section 3, are given the furniture required for the first-class accommodation, for second and third-class public rooms and for certain officers' rooms. The quantities of furniture for the second and third-class staterooms, for the fourth-class accommodation and for the remainder of the officers' and crew's accommodation, etc., shall be taken from the plans in conjunction with the requirements set forth in the specifications.

The quantities, etc., listed in the schedule must be considered as more or less approximate and subject to minor modifications when during the reconditioning the plans will have advanced to such state of completion as to make it possible to develop complete and accurate schedules.

Number marks in conjunction with a numeral, thus: No. 23, indicate the numbers assigned to the photographs and sketches showing design of furniture, etc., and contained in separate folder.

Four existing cigar cases in first-class Smoking Room are not included.

Under third-class dining saloon, service stands attached to bulkheads are not listed.

No wardrobe door mirrors or lavatory mirrors are included in these schedules. The required quantities of mirrors for E and F decks are as follows: For first-class new stateroom wardrobes, 316; for first-class new stateroom lavatories, double type, 42; (sample room No. C-132), combination type, 84; (sample room E-466), single type, 85; short combination type, 30.

In addition to the quantity of sofas given for first-class staterooms and suites, 76 special additional sofas, for which no design has been shown, will be required. Fifty per cent, of sofas convertible into beds, specified for first-class staterooms, shall be provided with necessary leeboards of approved design.

##### Par. 2—First-Class Social Hall

	EXISTING (RE- QUIRING REPAIR)	TO BE REPRODUCED	TO BE DESIGNED	TOTAL
Chairs:	No. 13 cane arm 5	No. 13 cane arm 33	Seat and back upholstered 40	
	No. 8 cane side 20	No. 8 cane side 70	All upholstered 34	
	25	103		
	To have stretcher	Made with stretcher		74 212
		226		

	EXISTING (RE- QUIRING REPAIR)	TO BE REPRODUCED	TO BE DESIGNED	TOTAL
Tables:			Round 2'6"..... 16	
			Round 3'0"..... 14	
			30	
			Square 2'6" .... 14	
			44	44
Sofas .....			6'0" long ..... 8	8
Desks .....			Double 3'9"x5'0" ..... 4	4
Screens .....			4	4
Flower Box .....			1	1
<b>Par. 3—First-Class Dining Saloon</b>				
Chairs .....			Arm chairs ... 642	642
Tables .....			Round 2'6" .. 8	
			3'.....17	
			3'6" ..32	
			5'..... 2	
			4'..... 4	
			— 68	
			Square 2'6" ..38	
			Oblong 4'6"x	
			2'6" ..33	
			Oval 7'x4' ... 2	
			— 73	
			141	141
Table Leaves .....			1'6"x2'6"..... 18	18
Sideboards .....			2	2
Special serving tables .....			2'6"x3'0"..... 28	28
Console serving tables .....			1'6"x3'0"..... 8	8
<b>Par. 4—Childrens' Dining Saloon</b>				
Chairs .....			Side adult each room ..... 6	
			Side childrens each room... 8	
			Special each room ..... 4	
			18	36
Benches .....			Each room ... 2	4
Tables .....			Oblong 2'6"x6'6" 3	6
Sideboard .....			Each room ... 1	2
<b>Par. 5—First-Class Smoking Room</b>				
Chairs:	No. 36 Arm.... 58			
	No. 41 Side .... 35			
	No. 7 All uph.... 21			
	114			
		No. 41..... 6	Wing ..... 8	
		6	8	128

Title III, Group 3, Sect. 3

EXISTING (REQUIRING REPAIR)	TO BE REPRODUCED	TO BE DESIGNED	TOTAL
Tables: Large oval ..... 1	No. 202 2'6"x5' . 7		
Sq. No. 201 2'6" 9	Sq. No. 201 2'6" 7		
Sq. No. 202 2'6" x5'..... 3	Oblong ..... 2		
Rnd. No. 203 4' 2			
Rnd. 3'..... 2			
17	16		33
Sofas: Sq. back ..... 4			
Straight built-in. 6			
Built-in..... 2			
12			12

Par. 6—First-Class Library

Chairs: No. 23, 24, 32, 35	Side Chairs ... 22		
Arm ..... 26			
26	22		48
Tables .....	Oblong 2'0"x7'0" 3		
	Square 2'6"..... 2		
	Round 2'6"..... 5		
	Oval 3'x2'..... 2		
	12		12
Sofa: No. 6 ..... 2			2
Desks .....	Single 2'0"x2'9" 10		
	Double 2'9"x3'9" 4		
	14		14

Par. 7—Winter Garden

Chairs .....	Side ..... 42		
	Arm ..... 60		
	Wicker arm ... 26		
	128		128
Tables: No. 9 ..... 17	No. 9 2' di. a... 19		36
Sofas .....			4 4
Palm Stands .....			4 4

Par. 8—Restaurant

Chairs: No. 5 ..... 119			
No. 15 ..... 1			
120			120

Title III, Group 3, Sect. 3

EXISTING (REQUIRING REPAIR)	TO BE REPRODUCED	TO BE DESIGNED	TOTAL
Tables: No. 10 use 2'6" top ..... 2			
No. 10 use 3' top 8	No. 10 use 2'6". 18	Rectangular 1' 9"x3'6" ..... 5	
No. 18 use 3'6" top ..... 2	No. 18 use 3'6". 2		
No. 27 use 4'.... 3			
15	20		5 40
Sideboard:		2'x3'6" ..... 2	2
Cashiers Desk .....		1	1
Serving Tables .....		around cols. .. 4	4
Glass Screen .....		1	1
Musicians cabinet ..... 1			
Settees:		Straight 5'6" long ..... 5	
		Circular ..... 3	
		8	8

Par. 9—Tea Room

Chairs: No. 42 Arm..... 26	No. 25 side..... 11		
No. 25 Side..... 14			
40	11		51
Tables: No. 17 Sq. 2'6" .. 2	No. 17 Sq. 2'6". 10		
	Obl. 2'x3' ..... 1		
	2		11
Sofa: No. 37 ..... 2	Like No. 37 for alcove ..... 1		13
	2		1
	1		
Desks .....	1'10"x3'0" .... 4		3 4

Par. 10—First-Class Lobbies D & E Deck Stairs Nos. 2 & 3

Chairs: No. 19 each..... 4			8
Tables:	2'6" diameter		
	No. 104 (2 ea.) 4		4
			4 8

Par. 11—First-Class Lobby C Deck Stairs Nos. 2 & 3

Chairs: No. 19 Uph. .... 8	No. 8 side..... 6		14
	No. 104 2'6" dia. 6		6
Sofas .....	6'6" ..... 6		6 6

Par. 12—First-Class Lobby B Deck Stairs 2 & 3

Chairs: No. 19 Uph. ... 5	No. 8 side..... 6		
	No. 13 arm .... 5		
	11		16
Tables:	No. 104 2'6" dia. 4		4
Sofas		6'0" Medium .. 2	2





	EXISTING (RE- QUIRING REPAIR)	TO BE REPRODUCED	TO BE DESIGNED	TOTAL
Tables .....		Small rnd. 2'6" .. 8		
		3'6" .....	4	
		Large rnd. 4' .. 1		
		Obl. 2'x4' .....	4	
			<hr/>	
			17	17
Sofas .....		Free standing 6' .. 2		
		Free standing 4' .. 2		
		Large curved .. 2		
		Small curved .. 4		
		Built-in .....	4	
			<hr/>	
			14	14
Cabinet .....			1	
Desks .....			8	

## Par. 18—Second-Class Veranda

Tables .....	2' sq. ....	4	4
Settees .....		2	2

## Par. 19—Second-Class Lobby D Deck

Chairs:	No. 4 uph. ....	2		
	No. 21 uph. ....	7		
	No. 19 uph. ....	9		
		<hr/>		
		18		18
Tables:			3' rnd. ....	4
			4'x2' obl. ....	2
				<hr/>
				6

Sofas .....	Curved free standing ....	2	2
Seats .....	Combination straight and curved built-in ....	2	2

## Par. 20—Second-Class Lobby G Deck

Sofas	4		4
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## Par. 21—Third-Class Dining Saloon

Chairs .....	Swivel (stock) ....	515	515
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	EXISTING (RE- QUIRING REPAIR)	TO BE REPRODUCED	TO BE DESIGNED	TOTAL	
Tables .....		Stock 17'0" x2' .....	2		
		22'6"x2' ..	2		
		23'0"x2' ..	2		
		23'6"x2' ..	2		
		15'0"x2' ..	6		
		15'6"x2' ..	2		
		16'0"x2' ..	2		
		16'6"x2' ..	2		
		7'6"x2' ..	9		
		9'0"x2' ..	2		
		10'0"x2' ..	2		
		13'0"x2' ..	6		
		14'6"x2' ..	1		
			40	40	
Dressers:	2			2	
Sofas:			Built-in .....	5	5
Par. 22—Third-Class Smoking Room			Side .....	22	
Chairs:			Arm .....	20	
				42	42
Tables:			Sq. 2' .....	5	
			Sq. 1'6" .....	8	
				13	13
				9	9
Sofas:			Single .....	6	6
Desks:				4	4
Cabinet (shown on sofa sheet):					
Par. 23—Servants' Dining Saloon					42
Chairs:		No. 22 .....	42		
Tables:	4'x2' .....	6			
	6'x2' .....	1			
	8'x2' .....	2			
		9			9
Cabinet:	1				1
Sideboard:	1				1
Seats:				3	3
Par. 24—Third-Class Ladies' Lounge					
Chairs: No. 38 side. ....	15		Arm .....	19	34
Tables:			Sq. 1'6" .....	10	
			Sq. 3' .....	2	
			Rnd. 2'6" .....	2	
			Obl. 2'x5' .....	1	
				15	15

EXISTING (RE- QUIRING REPAIR)	TO BE REPRODUCED	TO BE DESIGNED	
Sofas:		7	7
Desks:		2	2
Single .....			
<b>Par. 25—Captains' &amp; Officers' Rooms, Offices &amp; Messrooms</b>			
Chairs:	19		19
Tables:	No. 11 large top		
	3' .....	4	
	Obl. 10'x2'6"...	1	
		5	
			5

	Existing (Requir- ing Repair)	To Be Reproduced	To Be Designed	Total
Sofas .....	(13)			13
Desks .....	(12)			12
Beds .....		No. 106	2	2

**Par. 26—First-Class Outside Staterooms on "B" Deck (Included in Par. 14)**

Room Nos.	Tables & Chairs	Room Nos.	Tables & Chairs
1	Arm, side & table	8	Arm, side & table
2	Arm, side & table	21	2 sides & table
3	side & table	23	side & table
4	side & table	25	2 sides & table
7	Arm, side & table		

**Par. 27—First-Class Inside Staterooms on "B" Deck (Included in Par. 14)**

6	side
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**Par. 28—First-Class Outside Staterooms on "C" Deck (Included in Par. 14)**

100	1 Arm, side & table	174	Arm, side & table
101	1 Arm, side & table	175	Arm, side & table
113	1 Arm, side & table	176	Arm, side & table
114	1 Arm, side & table	177	Arm, side & table
117	1 Arm, side & table	182	Arm, side & table
118	1 Arm, side & table	183	Arm, side & table
119	side & table	184	Arm, side & table
120	side & table	185	1 Arm, side & table
123	side & table	186	2 sides & table
124	side & table	187	Arm, side & table

Room Nos.	Tables & Chairs	Room Nos.	Tables & Chairs
125	1 Arm, side & table	188	side & table
126	1 Arm, side & table	189	1 Arm, side & table
129	Arm side & table	190	1 Arm, side & table
130	Arm side & table	191	side & table
132	Arm side & table	192	Arm, side & table
133	Arm side & table	194	Arm, side & table
134	2 sides & table	196	side
135	2 sides & table	198	Arm, side
148	2 sides & table	115	none
149	2 sides & table	116	none
150	Arm, side & table	102	side
151	Arm, side & table	103	side
152	2 Arms, side & table	104	side
152A	3 Arms & table	105	side & table
153	2 Arms, side & table	106	side & table
153A	3 Arms & table	107	side & table
154	1 Arm, side & 2 tables	108	side & table
155	1 Arm, 5 sides & 2 tables	109	side & table
160(S)	2 Arms, side & table	110	side & table
161(S)	2 Arms, side & table	111	side & table
162	Arm, side & table	112	side & table
163	Arm, side & table	121	side
166	Arm, side & table	122	side
167	Arm, side & table	127	1 side
168	Arm, side & table	128	1 side
169	Arm, side & table	131	side
140	Arm, side	165	side
141	Arm, side	170	1 Arm, side
142	1 Arm, side & table	136	side
143	1 Arm, side & table	137	side
144	1 Arm, side & table	138	side
145	1 Arm, side & table	139	side
146	1 Arm, side & table	171	side
147	1 Arm, side & table	172	1 Arm, side
156	side	173	1 Arm, side
157	side	178	side
158	2 sides	179	side
159	2 sides	180	2 sides
164	1 Arm, 1 side	181	2 sides

**Par. 29—First-Class Outside Staterooms on "D" Deck (Included in Par. 14)**

Room Nos.	Tables & Chairs	Room Nos.	Tables & Chairs
209	Arm, side & table	277	side & table
210	Arm, side & table	280	Arm, side & table
211	Arm, side & table	281	Arm, side & table
212	Arm, side & table	306	2 sides & table
213	Arm, side & table	307	2 sides & table
214	Arm, side & table	308	1 Arm, side & table
215	side & table	309	1 Arm, side & table
216	side & table	316	side & table
219	side & table	317	side & table
220	side & table	318	Arm, side & table
221	Arm, side & table	319	Arm, side & table
222	Arm, side & table	320	Arm, side & table
223	Arm, side & table	321	Arm, side & table
224	Arm, side & table	326	Arm, side & table
226	Arm, side & table	327	Arm, side & table
227	Arm, side & table	328	Arm, side & table
228	Arm, side & table	329	Arm, side & table
229	Arm, side & table	334	Arm, side & table
256	Arm, side & table	335	Arm, side & table
257	Arm, side & table	336(S)	1 Arm, side & table
260(S)	1 Arm, side & table	337(S)	1 Arm, side & table
261(S)	1 Arm, side & table	338	1 Arm, side & table
262	1 Arm, 2 sides & table	339	Arm, side & table
263	Arm, 2 sides & table	347	2 sides & table
264	Arm, 2 sides & table	348	2 sides & table
265	2 sides & table	351	2 Arms, side & table
266(S)	1 Arm, side & table	352	2 Arms, side & table
267(S)	1 Arm side & table	353	side & table
270	side & table	354	Arm & table
271	side & table	355	side & table
272	Arm, side & table	356	side & table
273	Arm, side & table	357	side & table
274(S)	2 Arms, side & table	358	side & table
275(S)	2 Arms, side & table	359	side & table
276	side & table	360	side & table

**Par. 30—First-Class Inside Staterooms on "D" Deck (Included in Par. 14)**

Room Nos.	Tables & Chairs	Room Nos.	Tables & Chairs
200	side & table	250	1 Arm, side & table
201	2 sides & table	251	1 Arm, side & table
202	2 sides & table	252	1 Arm, side & table
203	Arm, side & table	253	1 Arm, side & table
204	Arm, side & table	254	1 Arm, side & table
205	Arm, side & table	255	1 Arm, side & table
206	Arm, side & table	268	side
207	Arm, side & table	269	side
208	Arm, side & table	278	Arm, side & table
217	side	300	side & table
218	side	301	side & table
226	side	302	Arm, side & table
230	side	304	Arm, side & table
231	side	310	2 sides & table
258	1 side	311	2 sides & table
259	1 side	312	side & table
232	side	313	side & table
233	side	314	side & table
234	side	315	side & table
235	side	322	none
236	side	323	none
237	side	324	Arm, side & table
238	side	325	Arm, side & table
239	side	330	side & table
240	side	331	side & table
241	side	332	side
242	side	333	side
243	side	342	2 sides & table
244	side	343	2 sides & table
245	side	344	side
246	2 sides	345	side
		346	side
		340	Arm, side & table
247	2 sides	341	Arm, side & table
248	Arm, side & table	349	side
249	1 Arm, side & table	350	side
279	1 Arm, side & table		

**Par. 31—First-Class Outside Staterooms on "E" Deck (Included in Par. 14)**

Room Nos.	Tables & Chairs	Room Nos.	Tables & Chairs
411	side	428	side & table
412	side	430	Arm, side & table
413	side & table	434	side & table
414	side & table	431	side & table
419	side & table	433	side & table
420	side & table	435	Arm, side & table
421	side & table	436	Arm, side & table
422	side & table	465	Arm, side & table
423	side & table	466	Arm, side & table
424	side & table	467	side & table
425	Arm, side & table	468	side & table
426	Arm, side & table	469	Arm, side & table
427	side & table	470	Arm, side & table
471	side & table	508	Arm, side & table
473	Arm, side & table	509	Arm, side & table
475	Arm, side & table	510	Arm, side & table
477	Arm, side & table	511	Arm, side & table
479	Arm, side & table	512	Arm, side & table
472	side & table	513	Arm, side & table
474	Arm, side & table	516	Arm, side & table
476	Arm, side & table	517	Arm, side & table
478	Arm, side & table	518	Arm, side & table
480	Arm, side & table	519	Arm, side & table
481	side	522	Arm, side & table
482	side	523	Arm, side & table
483	side & table	524	Arm, side & table
484	side & table	525	Arm, side & table
485	side	526	Arm, side & table
486	side	527	Arm, side & table
492	side	530	Arm, side & table
491	side	531	Arm, side & table
493	Arm, side & table	532	side & table
494	Arm, side & table	533	Arm, side & table
506	Arm, side & table	535	Arm, side & table
507	Arm, side & table		

**Par. 32—First-Class Inside Staterooms on "E" Deck (Included in Par. 14)**

Room Nos.	Tables & Chairs	Room Nos.	Tables & Chairs
409	side	449	side
410	side	450	side
415	side	451	side
416	side	452	side
417	side	453	side
418	side	454	side
400	Arm, side & table	455	Arm, side
401	Arm, side & table	456	Arm, side
402	Arm, side & table	457	side & table
403	Arm, side & table	458	side & table
404	side	459	side & table
405	Arm, side & table	460	side & table
406	Arm, side & table	461	side & table
407	Arm, side & table	462	side & table
408	Arm, side & table	463	side & table
432	side	464	side & table
438	side	488	side
439	side	490	side
440	side	500	side
441	side	501	side
442	side	502	side
443	side	503	side
444	side	504	side
445	side	505	side
446	side	514	side & table
447	side	515	side & table
448	side	520	side & table
		521	side & table
		528	side & table
		529	side & table

**Par. 33—First-Class Outside Staterooms on "F" Deck (Included in Par. 14)**

Room Nos.	Tables & Chairs	Room Nos.	Tables & Chairs
611	side	640	Arm, side & table
612	side	641	Arm, side & table
613	side	642	Arm, side & table
614	side	643	Arm, side & table



Room Nos.	Tables & Chairs	Room Nos.	Tables & Chairs
619	side & table	646	Arm, side & table
620	side & table	647	Arm, side & table
621	side & table	648	Arm, side & table
622	side & table	649	Arm, side & table
625	side	650	Arm, side & table
626	side	651	Arm, side & table
628	1 Arm, side & table	654	Arm, side & table
632	2 sides & table	655	Arm, side & table
634	side & table	658	Arm, side & table
627	side & table	659	Arm, side & table
629	side & table	660	Arm, side & table
633	Arm, side & table	661	Arm, side & table
635	side & table	663	Arm, side & table
636	Arm, side & table	664	Arm, side & table
637	side & table	666	side & table
638	1 Arm, side & table	667	Arm, side & table
639	Arm, side & table		

**Par. 34—First-Class Inside Staterooms on "F" Deck (Included in Par. 14)**

Room Nos.	Tables & Chairs	Room Nos.	Tables & Chairs
601	side & table	617	side
602	side & table	618	side
609	Arm, side	623	side
610	Arm, side	624	side
615	side	630	side
616	side	631	side
600	side	644	side
603	Arm, side & table	645	side
604	Arm, side & table	652	side
605	Arm, side & table	653	side
606	Arm, side & table	656	Arm, side & table
607	Arm, side & table	657	Arm, side & table
608	Arm, side & table	662	Arm, side & table
		665	side & table

**Par. 35—Summary of First-Class Staterooms (Including Veranda Rooms)**

	Outside Rooms	Inside Rooms	Total
B Deck .....	9	1	10
C Deck .....	52	46	98
D Deck .....	70	71	141
E Deck .....	69	57	126
F Deck .....	40	28	68
Total .....	240	203	443 rooms

**Par. 36—Summary of First-Class Stateroom Tables and Chairs (Including Veranda Rooms)**

	Outside Rooms	Inside Rooms	Total
Tables.....	243	71	314 plus 50 (see Note No. 1)
Arm Chairs..	183	43	226 (see Note No. 2)
Side Chairs ..	306	162	468 (see Note No. 3)

Note 1—The summary shows 50 additional folding tables unassigned for staterooms.

Note 2—The 43 arm chairs called for in Group 5, Sections 3, 4, 5, 6 and 7 and Section 11 paragraphs 3, 4, 5 and 6 and Group 3, Section 3, paragraphs 26, 27, 28, 29, 30, 31, 32, 33 and 34 to be used in inside staterooms will be existing arm chairs No. 31.

Note 3—Of the inside staterooms where 162 side chairs are called for in Group 5, Sections 3, 4, 5, 6 and 7 and Section 11, paragraphs 3, 4, 5 and 6 and Group 3, Section 3, paragraphs 26, 27, 28, 29, 30, 31, 32, 33 and 34, 162 existing arm chairs No. 31 will be used.

**Par. 37—Summary of Second-Class Staterooms**

	Outside Rooms	Inside Rooms	Summary
C Deck .....	13	7	20
E Deck .....	15	13	28
G Deck .....	29	16	45
H Deck .....	26	43	69
Total .....	83	79	162
	241		

## SECTION 4

### CARPETS AND RUGS

#### Par. 1—General Requirements

Where hereinafter Highpile Axminster carpets are specified, it is understood that they shall be of Alex. Smith & Sons Nonpareil quality or equal.

The carpets in public rooms and staterooms shall be run from base to base and fitted close wherever required. Those in the staterooms shall be bound on edge with tape and in the first and second class as a rule not secured to the deck covering. Runners and carpet rugs for public rooms shall be bound with tape and secured to the deck covering by brass pins and sockets by the invisible method.

#### Par. 2—Samples, Etc.

If the Agent so elects he will select all carpets and rugs to his satisfaction and furnish samples of them to the contractor for his information. If this is not done, the contractor shall submit samples to the Agent for approval.

#### Par. 3—Removal and Care of Existing Carpets

The contractor shall remove and store the existing carpets and upon removal will give the Agent proper receipts therefor and receipts and carpets will be marked with Agent's identification marks and numbers, in order to facilitate the reconditioning and replacement. The carpets removed in accordance with Agent's directions shall be cared for, cut and fitted as may be necessary to replace in the spaces as directed.

#### Par. 4—First-Class Public Rooms

For the Social Hall four rugs at a total cost of \$12,000.00 will be furnished. For the Dining Saloon, Library and Tea Room carpets of Highpile Axminster two-toned or simple regular design in black shall be furnished. In the Winter Garden special runner made with border of Highpile Axminster simple design shall be laid from entrance door to top of steps leading to Restaurant. In the Restaurant carpet to be of Highpile Axminster with simple all over design two-toned. This carpet shall have a removable piece about 21'x23', held down by pins and sockets, so as to allow this section to be taken up in case of dancing. In the Tea Room the carpets to be Highpile Axminster two-toned with simple regular all over design. In the lobbies on B deck and on C deck in way of No. 2 and No. 3 stairway special made runner with border of Highpile Axminster shall be laid, with rugs in the wings of Highpile Axminster to match runner. For

all the remaining first-class lobbies and passages runners with border of Bundhar Melrose Wilton or equal shall be furnished.

#### Par. 5—First-Class Suites and Staterooms

The first class suites shall be laid with Bigelow Lowell Wilton or equal of approved design. The first class staterooms, both inside and outside, shall be laid with carpets of Bigelow Lowell Wilton or equal solid color with indefinite design in black, or darker tone of same color.

#### Par. 6—Second-Class Public Rooms

In the Social Hall, there shall be a carpet, and in the Dining Saloon aisle runners of Bundhar Melrose Wilton or equal two-toned or with small indefinite design in black.

#### Par. 7—Second-Class Staterooms

For these rooms the carpet will be of Bundhar Wilton or equal with small regular design in black or darker tone of same color. All rooms shall be fitted with carpets.

#### Par. 8—Third-Class Staterooms

Carpet rugs will be made out of the carpets from first-class public rooms, suites and staterooms after these carpets have been thoroughly cleaned and found to be in an entirely satisfactory condition. They shall be fastened down with pins and sockets. Size approximately 36"x66" for each two and four berth room and double the width for six berth rooms, the exact width of the rugs, however, to be governed by the even breadths of the existing carpets.

#### Par. 9—Swimming Pool

Runners shall be provided for the stairs leading to the upper landing, of American Cotton Duck, John Boyle Co., or equal, quality No. 0 with painted border.

Stair runners shall be secured in place by rods and keepers.

#### Par. 10—Ship's Officers' Accommodations

Carpets are provided for the Captain's and Commander's rooms and offices; in some instances they are available and may be put back in place if after thorough cleaning they are found to be entirely satisfactory, otherwise they shall be replaced by new Bundhar Wilton or equal carpets.

#### Par. 11—Medical Officers' Accommodation

Carpets or rugs will be supplied for the Doctor's and Assistant Doctor's rooms equal to those specified for the ship's officers' rooms, and for the Hospital Assistant's room equal to those in third-class rooms.

**Par. 12—Engineer Officers' Accommodation**

Carpets or rugs will be provided for the Engineering Chief's staterooms and offices equal to those specified for the Ship's officers' rooms.

**SECTION 5****CURTAINS, DRAPERY, SOFA PILLOWS, ETC.****Par. 1—General Requirements**

**Quality of Material for Curtains, Etc.** Where imported hand block linen is specified, F. Schumacher & Co. No. 60819 quality or equal shall be used. Where casement cloth is specified, Cheney Bros. No. 4878, 50" wide, quality or equal shall be used. Where taffeta is specified, Cheney Bros. No. 5956 quality or equal shall be used. Where imported striped moire is specified, Cheney Bros. No. 5292½ quality or equal shall be used. Where jaspered satin is specified, Cheney Bros. No. 5053 quality or equal shall be used. Where heavy repp is specified, F. Schumacher & Co. No. 5373 quality or equal shall be used. Where heavy silk repp is specified, Cheney Bros. No. 4484 quality or equal shall be used. Where gros grain silk is specified, Cheney Bros. No. 2739 quality or equal shall be used. Where European damask or brochatelle is specified, Cheney Bros. No. 4455 quality or equal shall be used. Where silk for table covers are specified, Cheney Bros. No. 4455 quality or equal shall be used.

**Hardware, Etc.** All first-class suites and staterooms shall be provided with airport curtain hardware consisting of white metal tubing and cast white metal double extension fixtures. The fixtures shall be cast in one piece. Door curtain poles shall be of hardwood to match finish of furniture in the various rooms and fitted with cast white metal sockets. Rings for curtains and hooks for tie-backs shall be furnished. Where shelves are fitted over exposed radiators, curtain fixtures of the same type as specified above shall be supplied. Poles, rods and hangers shall be provided as required for all other classes and places where curtains and draperies are specified. Those in the second-class staterooms shall be of hardwood with white metal rings and sockets; the airport rods shall be of white metal tubing in cast white metal sockets. The rods for the third-class shall be of brass in cast brass sockets.

**Roller Curtains.** Where roller curtains are specified, they shall be of, or equal to, The Curtain Supply Company's make "Rex," 1" all metal roller, ring fixture short tip No. 89 for enclosed grooves, front pinched handles and with Mohair Pantasote No. 741-Y or equal, in color to be selected by the Agent.

**Par. 2—First-Class Public Rooms**

All first-class public rooms shall be provided with sash curtain; they shall be of casement cloth, French headed and made to draw with cords and drops.

**Par. 3—First-Class Smoking Room**

Sash curtains for all windows to be of casement cloth, French headed and rodded only at top—made to draw with cords and drops—and trimmed with brush fringe in solid color to match casement cloth. Inside curtains to be of hand blocked printed, Cartridge Silk No. 2610, interlined with black cambric, lined with Parma Satin, trimmed with coarse dull silk fringe, blocked in colors to match Cartridge silk and made to draw with cords and drops.

**Par. 4—First-Class Library**

Curtains and valances to be of striped jaspered satin, antique effect, interlined with black cambric and lined with Parma satin, trimmed with narrow silk fringe in two tones to match stripes of curtains and made to draw with cords and drops.

Two pillows to be furnished for each sofa, of down, covered with same material as curtains and welted with same material.

**Par. 5—First-Class Social Hall**

Curtains and valances, including stage curtains, to be of heavy red European damask or brocatelle, interlined with black cambric and lined with Parma satin, to be trimmed with heavy silk fringe to match damask. Curtain to be made to draw with cords and drops, and tie-backs for curtains provided with heavy silk cord and tassels to match damask. There shall also be provided a summer dress consisting of curtains and valances of heavy striped or Toile De Jouy Cartridge Silk No. 2610, with dull silk fringe of mixed colors to match material used. Shaped tie-backs, for curtains, of same material.

Two pillows to be furnished for each sofa, of down, covered with heavy damask or gros grain silk, welted with same material.

Covers will be provided for each table of heavy gros grain silk, shaped and banded with heavy silk gimp or braid.

For summer use all furniture and pillows to have one set of slip covers of important hand blocked printed linen made to fit perfectly as if upholstered.

**Par. 6—Winter Garden**

Curtains and valances to be of hand block printed Cartridge silk No. 2610, Toile de Jouy design, lined with sunfast material and trimmed with dull silk fringe, two-toned to match Cartridge silk

and made to draw with cords and drops. Shaped tie-backs made of same material as curtains.

Two pillows to be furnished for each sofa, of down, covered with plain colored Cartridge silk No. 2610, welted with same material in contrasting color.

#### Par. 7—Restaurant

Curtains and valances to be of hand block printed Cartridge silk, Empire or Toile de Jouy design, lined with sunfast material and trimmed with dull silk fringe blocked in two-tones to match Cartridge silk and made to draw with cords and drops. Tie backs made of same material as curtains and shaped.

#### Par. 8—Tea Room

Curtains and valances to be of hand block printed Cartridge silk No. 2610, Early English design, lined with sunfast material and trimmed with simple brush fringe mixed colors of Cartridge Silk and made to draw with cords and drops. Sample cords and tassels to be used as tie-backs. On the glass doors leading to the rooms panels of of silk brilliant gauze, French headed and rodded top and bottom, will be fitted.

Ten pillows of down for built-in sofas covered with colored Cartridge silk and welted in same material will be furnished.

#### Par. 9—First-Class Dining Room

Curtains and valances to be of blue and yellow striped imported moire ( $\frac{3}{4}$  silk  $\frac{1}{4}$  linen) interlined with black cambric and lined with Parma satin, to be trimmed with mercerized silk fringe blocked in colors to match moire. Silk cords and tassels to be used as tie-backs for curtains, and the curtains made to draw with cords and drops. There shall also be furnished a summer dress consisting of curtains and valances of hand blocked printed Cartridge Silk No. 2610, Toile de Jouy design, trimmed with fringe to match, and with shaped tie-backs of same Cartridge Silk. The sash of the forward arches of the gallery looking down into the Dining Saloon to be paneled with silk brilliant gauze, French headed and rodded top and bottom.

#### Par. 10—Children's Dining Saloons

Curtains and valances to be of Cartridge Silk No. 2610, amusing design, lined with sunfast material and made to draw with cords and drops. To be trimmed with moss edging blocked in two colors. Tie-backs for curtains of same Cartridge Silk.

#### Par. 11—Servants' Dining Saloon

Airport curtains and valances to be of Cartridge Silk No. 2610, dyed a rich brown, unlined and made to draw. Tie-backs for curtains made of same material.

#### Par. 12—First-Class Suites

The saloons to have hand blocked printed Cartridge Silk No. 2610 for curtains and valances at ports and for sofa pillows. Curtains to hang over sides and 3" below sill, made to draw by hand and trimmed with linen brush fringe,  $\frac{1}{4}$ " heading and  $\frac{3}{4}$ " skirt, blocked in sunfast colors. Tie-backs for curtains to be of same material as curtains and piped with Cartridge Silk of contrasting color.

Valances to be 6" deep and box pleated and trimmed with fringe same as curtains.

Roller curtains shall be furnished for all airports.

Two pillows, 17" square with 3" depth (box effect) covered with Cartridge Silk No. 2610 like curtains and welted in Cartridge silk of contrasting color. Pillows to be filled with Prime Grey Goose feathers, all new stock, no mixture or adulteration, guaranteed odorless, cured and dressed.

Table covers to be made of plain colored Cartridge Silk No. 2610, lined with sateen and bound with 1" dull silk braid, blocked in sunfast colors.

In suite D-267 wall panel in saloon to be of imported hand blocked printed linen, put on plain with narrow linen gimp.

In suite C-162 and C-163 panels in saloon to be covered with heavy silk répp with small design, put on narrow silk gimp.

The bedrooms to have heavy Cartridge Silk No. 2610 dyed washable colors, for curtains and valances at ports, for portieres at entrance doors, and for sofa pillows. Curtains and valances to be made as specified for first-class saloons, but finished at front and bottom with  $\frac{1}{2}$ " banding of plain Cartridge Silk No. 2610, darker than curtain material, to show on both sides and back of curtains instead of fringe. Curtains at entrance doors to be made of Cartridge silk No. 2610 to come to floor, unlined, French headed, with pinched pleats to draw by hand, with width enough to draw across door; bound at both sides and bottom with 1" flat band of Cartridge Silk No. 2610, darker than curtain material, to show on front and back of the curtains.

Roller curtains shall be furnished for all airports.

Two special spreads shall be provided for each bed of Cartridge silk No. 2610, dyed washable colors, unlined, made to hang over side rails and head and foot of mattress about 3", sufficient only to cover white bedding beneath; in short, to act as a coverlet instead of a spread. To be trimmed with flat bands of contrasting colored Cartridge Silk No. 2610,  $\frac{5}{8}$ " wide, sewed on 3" from mattress line, bands to go across foot and up both sides of spread. On top of spread just

below pillow machine embroidered monogram shall be worked to match banding in color.

There shall be furnished two pillows for each sofa as specified for the saloons. They shall be trimmed with black silk brush fringe. Table covers to be as specified for first-class saloons.

Where radiators are exposed in the rooms, same shall have curtains provided of Cartridge Silk No. 2610, dyed color of port curtains made in the same manner.

**Par. 13—First-Class Outside Staterooms Hardwood Finish**

Curtains and valances at ports, portieres at entrance doors, pillows for sofas and bedspreads, shall be of hand block printed Cartridge Silk No. 2610 Early English design. All curtains, valances, portieres, bedspreads, sofa pillows, etc., to be made as specified for bedrooms of first-class suites.

Roller curtains shall be furnished for airports.

**Par. 14—First-Class Outside Staterooms, Painted Finish**

Curtains and valances at ports, portieres at entrance doors, pillows for sofas and bedspreads shall be of heavy Cartridge silk No. 2610 dyed washable colors. All curtains and valances, portieres, pillows, bedspreads, etc., to be made as specified for bedrooms of first-class suites.

Roller curtains shall be furnished for all airports.

**Par. 15—First-Class Inside Staterooms**

Portieres at entrance doors, sofa pillows and bedspreads, to be of heavy Cartridge Silk No. 2610, dyed washable colors. All portieres, sofa pillows, bedspreads, etc., to be made as specified for bedrooms of first-class suites.

**Par. 16—Swimming Pool**

Door curtain shall be provided for Dressing Rooms of Cartridge Silk No. 2610 with Pompeian borders, stenciled or block printed, about 12" from bottom of curtains.

**Par. 17—Second-Class Public Rooms**

For all these rooms sash curtains shall be furnished. They shall be of casement cloth, French headed and made to draw with cords and drops.

**Par. 18—Second-Class Smoking Room**

All curtains and valances to be of hand block printed Cartridge Silk No. 2610 Early English all-over design, trimmed with simple dull silk braid, interlined with black cambric, lined with Parma satin made to draw with cords and drops. Tie-back of mercerized silk cords and tassels.

**Par. 19—Second-Class Social Hall**

Curtains and valances to be of heavy rough striped silk ( $\frac{3}{4}$  silk  $\frac{1}{4}$  linen), cheerful color, preferably red and yellow, interlined with black cambric lined with Parma Satin, trimmed with woven braid, made to draw with cords and drops. Dull silk cords and tassels for tie-backs.

**Par. 20—Second-Class Dining Saloon**

All curtains and valances to be of heavy silk Repp, striped or with small design, interlined with black cambric, lined with Parma satin, trimmed with simple fringe to match Repp, made to draw with cords and drops. Dull silk cords and tassels for tie-backs.

**Par. 21—Second-Class Outside Staterooms**

Curtains at ports, portieres at entrance door, berth curtains, sofa pillows to be of heavy Cartridge Silk No. 2610; curtains at ports to hang inside of trim, unlined and headed for rings. Made to draw by hand with width enough to draw full length of rod and finished at front and bottom with  $\frac{1}{2}$ " binding of plain Cartridge Silk No. 2610 darker than curtains material, to show on both face and back of curtains. Tie-backs for curtains of Cartridge Silk cords to match binding of curtains. Curtains at entrance doors to be made as specified for first-class staterooms. Berth curtains to be made of Cartridge Silk No. 2610 to come to bottom of lower berth, unlined, French headed, with pinched pleats, to draw by hand, with width enough to draw full length of rod, bound at both sides and bottom with band of contrasting Cartridge silk, 1" wide, to show on front and back of curtains. Tie-backs for curtains of Cartridge Silk No. 2610, piped top and bottom with Cartridge Silk of contrasting color and lined with sateen. Two sofa pillows, 17" square, each sofa pillow covered with Cartridge Silk, same as curtains and welted in Cartridge Silk of contrasting color. Pillows to be filled with Prime Grey Goose feathers, all new stock, no mixture or adulteration, guaranteed odorless, cured and dressed.

**Par. 22—Second-Class Inside Staterooms**

All portieres at entrance doors, berth curtains and sofa pillow coverings, to be of heavy Cartridge Silk made as specified for Second Class Outside Staterooms. Sofa pillows to be filled with Prime Grey Goose feathers.

**Par. 23—Third-Class Smoking Room**

Window and airport curtains to be of heavy Repp and lined with sateen made to draw without cords and drops. Simple cotton tie-backs of cords and tassels.



**Par. 24—Third-Class Ladies' Lounge**

Window and airport curtains to be of printed Cartridge Silk No. 2610 washable, with simple all-over design and colored background, lined with sateen and made to draw without cords and drops. Tie-backs made of same material.

Six pillows of No. 1 Prime Java Kapok to be furnished for the built-in seats, covered with printed Cartridge Silk like curtains.

**Par. 25—Third-Class Dining Saloon**

Window and airport curtains to be of Cartridge Silk No. 2610 washable, floral or fruit design, ecru background, lined with sateen and made to draw without cords and drops.

**Par. 26—Third-Class Staterooms**

All berth curtains to be of heavy colored Cartridge Silk No. 2610 to come to bottom of lower berth, unlined, French headed, to draw by hand with width enough to draw full length of rod. Tie-backs made of same Cartridge Silk, lined with sateen.

**Par. 27—Captain's and Ship's Officers' Rooms, Messrooms, etc.**

Curtains and valances, portieres at entrance doors, berth curtains, sofa pillows and bedspreads to be of heavy colored Cartridge Silk No. 2610. Tie-backs for curtains of same Cartridge Silk as curtains. All curtains and valances, portieres, berth curtains, bedspreads and sofa pillows to be made as specified for first-class outside staterooms.

**Par. 28—Engineering Officers' Accommodation**

Berth, door and airport curtains will be provided for all of the staterooms and offices and messrooms of material, quality and color to Agent's approval and generally as provided for deck officers' accommodation as indicated in schedules.

**Par. 29—Officers' Accommodation Designed as First Class**

Airport curtains and valances, etc., to be of Cartridge Silk No. 2610 dyed dark slate grey and bound in colored Cartridge Silk to match color of carpet in each room. All curtains, etc., to be made as specified for first-class outside staterooms.

**Par. 30—Deck Petty Officers' Accommodations**

Curtains with necessary rods and hangers will be provided for each tier of berths; material similar to that provided for third class staterooms.

**Par. 31—Engineering Petty Officers' Accommodation**

Curtains with necessary rods and hangers will be provided for each tier of berths; material to be similar to that provided for third-class staterooms.

**Par. 32—Medical Officers' Accommodation**

The curtains in the Doctor's room, office and waiting-room and the Assistant Doctor's room on "E" Deck and the Assistant Doctor's room on "F" Deck will be the equivalent of those in ordinary first-class staterooms.

The Hospital Attendant's room on "E" Deck forward will have curtains equal to third-class accommodation.

**Par. 33—Chief and Assistant Purser's and Clerk's Rooms, Offices, etc.**

Berth, door and airport curtains will be provided; material for the pursers's room to be similar to that furnished for first-class staterooms, for the other rooms similar to that furnished for second-class staterooms.

**Par. 34—Radio Rooms and Radio Operator's Room**

These rooms will have the necessary berth, door and airport curtains, material similar to that furnished for second-class staterooms.

**Par. 35—Restaurant Manager's and Attendants' Accommodation**

Berth, door and airport curtains will be provided for the Restaurant Manager's, Controller's and Chief's staterooms, Assistant Chef's, Head Steward's and Assistant Head Steward's staterooms; material, etc., to be similar to that in first, second and third-class staterooms, depending upon the ratings of these men, and in accordance with schedules to be approved.

**Par. 36—Chief and Assistant Stewards' and Stewardesses' Accommodation**

Berth, door and airport curtains will be provided throughout this accommodation; material, etc., to be similar to that provided for first, second and third-class staterooms, depending upon the ratings of these men and in accordance with schedule to be approved.

**Par. 37—Chef's and Kitchen Forces' Accommodation**

Chef's stateroom, Assistant Chef's, Chief Butcher's and Bakers' and Senior Cook's, Butcher's and Bakers' rooms will be provided with berth, door and airport curtains; material, etc., to be similar to that provided for first, second and third-class staterooms, depending upon the ratings of these men, and in accordance with schedules to be approved.

**Par. 38—Baggage Masters' Room and Office and Baggage Room**

The Baggage Masters' room will be provided with door, berth and airport curtains of quality and material corresponding to similar accommodation.

**Par. 39—Printing Office, Printer's Room and Photographer's Dark**

**Room**

The printer's room will be furnished with berth curtains of quality and material corresponding to similar accommodations.

**Par. 40—Barber Shop and Ladies' Hairdressing and Manicuring Shops**

Door curtains of quality and material to correspond to the respective classes and in accordance with schedule to be approved, shall be furnished for all of these rooms.

**SECTION 6****PAINTINGS AND PICTURES****Par. 1—General Requirements**

All objects of art referred to hereinafter are to be selected or approved by the Agent.

**Par. 2—First-Class Public Rooms**

Paintings and pictures, where removed, shall be replaced, except where otherwise specified. Instructions relative to substitution for the four original paintings in the First-Class Social Hall are given in Group 2, Section 3. The Library and the No. 1 Stairway in way of "A" Deck will each be furnished with an oil painting at \$1,200.00. The painting in the A Deck lobby of No. 2 and No. 3 stairs shall be remade at a cost of \$500.00. Two colored prints at \$250.00 each shall be furnished for the Tea Room on B Deck.

**Par. 3—First Class Suites and Staterooms**

Two framed prints shall be furnished for each stateroom at an average price of \$7.50 each, and fixed rigidly in place.

**Par. 4—Second-Class Public Rooms**

The oil painting over the Smoking Room fireplace has been removed and will be replaced with one costing \$500. Eight framed prints at an average price of \$75.00 will be furnished for the Social Hall.

**Par. 5—Third-Class Public Rooms**

About six pictures each for the Ladies' Lounge and Smoking Room, at an average cost of \$25.00 each shall be provided. These shall be fixed rigidly as directed.

**GROUP 4****ACCESSORIES****Par. 1—Items Treated Under This Group**

Under this Group are dealt with only certain miscellaneous accessories in first, second and third-class public rooms and in first-class suites and staterooms. Lavatory and other plumbing accessories are specified and listed under Title VII.

**Par. 2—General Requirements**

In the schedules the bridge deck rooms have not been included.

The basis for computing quantities of book racks and bundle racks is one of each for all new and existing first-class staterooms, except 10 existing saloons and 2 existing verandas (C and D Decks); but including crew's quarters located in first-class part of ship.

Ink wells are provided for all desks in new first-class staterooms and public rooms and for such new desks in 7 crew's rooms located in first-class accommodation; also for desks in second-class and third-class public rooms, it being assumed that existing first-class staterooms would use refitted existing ink wells.

Calendar frames are provided for all desks in new and existing first-class staterooms and suites and public rooms, and for desks in 7 crew's rooms located in first-class accommodation; also for desks in second-class and third-class public rooms.

The schedules given below are supplemented by sketches contained in separate folder. The quantities, etc., listed must be considered more or less approximate and are subject to minor modifications as the development of plans, etc., is progressing. Any such modification shall be considered as a development not affecting the contract price.

**Par. 3—Ink wells**

Location	Design No.	Finish	Quantity
1st Class new staterooms	A-49313	White metal	174
Tea Room	"	Dark Flemish brass	4
2nd Class public rooms	"	White metal	18
3rd Class public rooms	"	White metal	8
1st Class Library	A-36	Black & Gold	18
1st Class Social Hall	A-38	Gold	8
	253		

**Par. 4—Desk Calendar Frames**

Location	Design No.	Finish	Quantity
1st Class new and existing staterooms and suites	A-49312	White metal	387
Tea Room	"	Dark Flemish brass	4
1st Class Library	A-70	Black & Gold	18
1st Class Social Hall	A-69	Gold	8

**Par. 5—Notice Frames**

Location	Design No.	Finish	Quantity
1st Class new staterooms	A-49314	White metal	194

**Par. 6—Metal Book Racks**

1st Class new and existing rooms and suites (omit 10 saloons—2 verandas)	A-49382	Enameled	439
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**Par. 7—Metal Bundle Racks**

Location	Design No.	Finish	Quantity
1st Class new and existing rooms and suites (omit 10 saloons—2 verandas)	A-49381	Enameled	439

**Par. 8—Waste Baskets**

Location	Design No.	Finish	Quantity
1st Class new and existing rooms and suites (omit 10 saloons—2 verandas)	A-49459	Enameled	138
	Secured type		
1st Class new and existing rooms and suites (omit 10 saloons—2 verandas)	A-50037	Enameled	303
	Free standing type		
1st Class Social Hall	A-50X	Leather	8
1st Class Library	A-51X	Leather	10
Tea Room	A-50037	Oak Enamel	4
2nd Class Smoking Room	A-50037	Mahogany enamel	8
2nd Class Social Hall	A-50037	Mahogany enamel	6

**Par. 9—Stateroom Location Charts**

On each deck within the first-class passenger accommodation there shall be placed in position, designated by the Agent, two (2) charts showing the location of public rooms, staterooms and toilet and lavatory spaces on the respective decks, one for the portside and

one for the starboard side. The chart shall be carefully made of heavy paper and mounted in gilt or silver plated brass frame, similar or duplicate to the frames now existing on some of the decks.

**Par. 10—Track Chart Frames**

In each of the first, second and third-class accommodations, one or more frames shall be provided for track charts. The frame shall be made of hardwood to match the surrounding joiner work and placed in position to be designated by the Agent.

**Par. 11—Stewards' Name Card Frames**

Each first and second-class stateroom shall be provided with a steward's name card frame of hardwood to match the surrounding joiner work.

**GROUP 5**

**SCHEDULES OF INTERIOR FINISH AND DECORATION OF  
THE VARIOUS ROOMS AND COMPARTMENTS  
AND THEIR CONTENTS**

**SECTION 1  
GENERAL INFORMATION**

The decorative, etc., schemes herein specified are intended to serve as detailed instructions in the various branches of the work.

All stanchions in the first-class staterooms shall be leather covered, whether or not they are so specified under the finish of the individual rooms described hereinafter.

In all first-class staterooms and suites where new vitreous china lavatories are used, the glass soap dishes herein listed will be omitted (about 281 dishes in all).

Where existing lavatory cabinets occur in first-class staterooms, it is understood that there shall be included as part of "accessories" of such rooms towel bars, tooth glass and holder and sponge glass and holder.

The ferrostat bottle herein specified is intended to be some form of insulated container approved by the Agent.

The quantities, etc., listed in the following schedules must be considered more or less approximate and are subject to minor modifications as the development of plans, etc., is progressing. Any such modification shall be considered as a development not affecting the contract price.

The quality of the material specified for upholstery is given in Group 3, Sect. 2, Par. 1. The quality of carpets specified is given in Group 3,

Sect. 4, Par. 1. The quality of the material specified for curtains, draperies, etc., is given in Group 3, Sect. 5, Par. 1.

## SECTION 2

### FIRST CLASS PUBLIC ROOMS

#### Par. 1—First Class Smoking Room (A Deck)

**Painter's Finish:**—See Group 2, Sect. 4, Par. 6.

**Furniture:**—58 arm chairs No. 36, 41 side chairs No. 41, 21 all-over upholstered chairs No. 7, 8 wing chairs No. 322, 1 large oval table, 2 oblong tables 3'x2', 10 oblong tables 2'6"x5', 16 square tables 2'6", 2 round tables 4', 2 round tables 3', 12 upholstered sofas in leather.

**Carpet:**—Tile floor without carpet.

**Draperies:**—2 prs. casement cloth curtains for 2 groups of 5 windows each, 1 pr. Casement cloth curtains for one group of 6 windows, 2 prs. Casement cloth curtains for 2 groups of 3 windows, 2 prs. Casement cloth curtains for 2 groups of 2 windows each, 2 prs. Casement cloth curtains for 2 single windows. All above curtains made to draw. 2 prs. hand block printed Cartridge silk curtains, lined, interlined and trimmed, for two groups of 5 windows each. 1 pr. hand block printed Cartridge Silk curtains lined, interlined and trimmed, for 1 group of 6 windows. 2 prs. of hand block printed Cartridge silk curtains, lined, interlined and trimmed, for 2 groups of 3 windows each. 2 prs. hand block printed Cartridge silk curtains, lined, interlined and trimmed, for 2 groups of 2 windows each. 2 prs. hand block printed Cartridge silk curtains, lined, interlined and trimmed for 2 single windows. If necessary made to draw.

**Upholstery:**—Present leather covering on furniture to be retained or renewed and repaired where necessary. 8 wing upholstered chairs to be covered in machine made wool tapestry, close nailed.

**Accessories:**—1 special clock, 13 electric fans.

#### Par. 2—First Class Library (B Deck)

**Painter's Finish:**—See Group 2, Sect. 4, Par. 4.

**Furniture:**—26 arm chairs Nos. 23-24-32-35, 22 side chairs No. 323, 3 oblong tables 2'x7', 2 square tables 2'6", 5 round tables 2'6", 2 oval tables 3'x2', 2 sofas No. 6, 10 single desks, 4 double desks.

**Carpet:**—Highpile Axminster two-toned or simple regular design in block.

**Draperies:**—2 prs. Casement cloth curtains for 2 groups of 5 windows each, made to draw, 2 prs. Jasped satin, antique effect, curtains, lined, interlined and trimmed, for 2 groups of 5 windows each, made to draw if necessary, also valances for same.

**Upholstery:**—All existing chairs to retain leather covering and if necessary repair or renew. 22 new chairs to be covered in narrow striped uncut Mohair or velour, 4 pillow covers of leather for sofas.

**Accessories:**—1 clock, 14 leather waste baskets, 4 down pillows for sofas, 1 oil painting at \$1,200.00, 18 calendars and frames, 18 inkwells.

#### Par. 3—First Class Social Hall (B Deck)

**Painter's Finish:**—See Group 2, Sect. 4, Par. 3.

**Furniture:**—40 cane arm chairs No. 13, 90 cane arm chairs No. 8, 40 arm chairs, upholstered back seat & arms No. 300, 34 all-over upholstered chairs No. 301, 16 round tables 2'6", 14 round tables 3', 14 square tables 2'6", 8 all-over upholstered sofas 6' long, 4 double desks 3'9"x5', 4 lacquered screens 8 fold each, 1 flower box.

**Carpet:**—4 Oriental rugs at \$3,000.00 each.

**Draperies:**—6 prs. Imported red damask curtains and valances trimmed with heavy silk fringe, 6 prs. tie-backs of heavy silk cord and tassels, 1 set of stage curtains of Imported red damask trimmed with heavy silk fringe, summer curtains and valances of Cartridge Silk No. 2610 blocked in Toile de Jouy design and trimmed with full silk fringe to harmonize with colors in design of curtains, shaped tie-backs of same material for curtains, 16 pillow covers of heavy silk welted in same material or trimmed with silk braid. 16 pillow covers for summer of hand blocked linen or Cartridge silk welted in same material. 30 heavy silk covers for round tables trimmed with silk gimp or braid. 6 prs. of casement cloth curtains are to be provided for the windows and made to draw.

Pads for cane arm and side chairs covered in uncut Mohair with small design together with arm pads of cane arm chairs. Backs, seats and arm pads of chairs No. 300 covered with silk uncut Mohair strea or two-toned stripe, 9 all over upholstered chairs covered in machine made wool tapestry, close-nailed, balance covered with self-toned regular design. 2 all-over upholstered sofas covered in machine made wool tapestry, close-nailed, balance of sofas covered in heavy velour with self toned regular design. Slip covers for all chairs, sofas and sofa pillows of block printed Cartridge silk.

**Accessories:**—1 clock, 8 calendars with metal frames for desks, 16 down pillows for sofas, 4 canvas panels to match woodwork, 8 inkwells for desks, palms and flowers for flower box, 8 waste baskets, 1 piano.

#### Par. 4—Winter Garden (B Deck)

**Painter's Finish:**—Group 2, Sect. 4, Par. 7.

**Furniture:**—60 arm chairs No. 329, 42 side chairs No. 330, 26 cane arm chairs No. 331, 4 cane sofas No. 331A, 36 tables No. 9, 4 palm stands No. 332.

**Carpets:**—Special runner with border, of Highpile Axminster, simple design.

**Draperies, Etc.:**—2 prs. casement cloth curtains for 2 groups of 4 windows each, 4 prs. casement cloth curtains for 4 groups of 1 large and 2 small windows each, all made to draw. 2 prs. curtains and 2 valances of hand block printed Cartridge Silk, Toile de Jouy design, lined and trimmed, for 2 groups of 4 windows each. 4 prs. curtains and 4 valances of hand block printed Cartridge Silk, Toile de Jouy design, lined and trimmed, for 4 groups of 1 large and 2 small windows each, all made to draw if necessary. 6 prs. of tie-backs for outside curtains. 8 prs. of pillow covers for sofa pillows of plain colored Cartridge Silk welted in contrasting color of same material.

**Upholstery:**—All chair pads to be covered in striped Cartridge Silk and welted with same material.

**Accessories:**—2 clocks, 4 palms.

#### Par. 5—Restaurant (B Deck)

**Painter's Finish:**—See Group 2, Sect. 4, Par. 8.

**Furniture:**—119 existing side chairs No. 5, 1 existing arm chair No. 15, 2 tables No. 10, use 2'6" top, 8 tables No. 10, 3' tops, 2 tables No. 18, 3'6" tops, 3 tables No. 27, 4' tops, 18 tables No. 10, 2'6" tops, 2 tables No. 18, 3'6" tops, 5 tables 1'9"x3'6" tops, 2 sideboards, 4 serving tables, 1 cashier's desk, 1 glass screen, 1 musician's cabinet, 5 straight settees, 3 circular settees.

**Carpet:**—Highpile Axminster two-toned, with simple all-over design.

**Draperies, etc.:**—If necessary 2 prs. casement cloth curtains for 2 groups of 5 windows each made to draw with cords and drops, 2 prs. of outside curtains and 2 valances for 2 groups of 5 windows each of hand blocked Cartridge silk, Empire design, trimmed and lined and made to draw if necessary. Also 2 prs. of shaped tie-backs of curtain material.

**Upholstery:**—Side chairs to be covered with machine made wool tapestry having Empire design and welted with material or tapestry gimp.

**Accessories:**—1 clock, 1 piano.

#### Par. 6—Tea Room (B Deck)

**Painter's Finish:**—See group 2, Sect. 4, par. 5.

**Furniture:**—26 arm chairs No. 42, 25 side chairs No. 25, 12 square tables 2'6", 1 oblong table 2'x3', 3 sofas No. 37, 4 desks 1'10"x3' with Sumac Sheepskin tops.

**Carpet:**—Highpile Axminster, two-toned, with simple regular all-over design.

**Draperies:**—4 prs. Casement curtains for 4 groups of 2 windows each made to draw with cords and drops, 4 prs. of hand block printed

Cartridge silk No. 2610 Early English design, for 4 groups of two windows each, also valances for same, lined with sunfast material and trimmed with simple brush fringe. 4 prs. simple tie-backs of cords and tassels. Panels of silk brilliant gauze on the glass panels of doors leading into room, French headed and rodged top and bottom, 10 prs. of pillow covers of colored Cartridge silk, welted with same material, for pillows on sofas.

**Upholstery:**—Covering for chairs and sofas to be of machine made wool tapestry similar to existing chair covering and welted with heavy gimp to match tapestry.

**Accessories:**—1 clock, 10 down pillows, 4 inkwells, 10 calendars and frames. 2 colored prints.

#### Par. 7—First Class Dining Saloon (F Deck)

**Painter's Finish:**—Group 2, Sect. 4, par. 9.

**Furniture:**—642 arm chairs No. 308, 8 round tables 2'6", 17 round tables 3', 32 round tables 3'6", 4 round tables 4', 2 round tables 5', 38 square tables 2'6", 5 tables No. 18 3'6", 33 oblong tables 4'6"x2'6", 2 oval tables 7'x4', 2 sideboards, 28 special serving tables, 8 console serving tables, 18 table leaves 1'6"x2'6".

**Carpet:**—Highpile Axminster in solid color with small regular pattern in black or darker self tone.

**Draperies:**—36 prs. of port curtains and 36 valances of blue and yellow striped moire trimmed with mercerized silk fringe blocked in colors to match stripes, 36 prs. of tie-backs of silk cords and tassels. 36 prs. of summer curtains and valances of hand blocked Cartridge silk, Toile de Jouy design, trimmed with simple fringe, 36 prs. of shaped tie-backs to match curtains. All curtains made to draw with cords and drops. All windows on E Deck looking down into Dining Room to have panels of brilliant silk gauze, French headed and gathered on rods top and bottom.

**Upholstery:**—All chairs to be covered with uncut mohair having small floral Louis XVI design.

**Accessories:**—1 special clock, 26 electric fans, 1 piano.

#### Par. 8—First Class Children's Dining Saloons (F Deck)

**Painter's Finish:**—See Group 2, Sect. 4, par. 10.

**Furniture:**—12 adult side chairs No. 316, 16 children's side chairs No. 317, 8 high chairs No. 318, 4 benches No. 319, 6 oblong tables 2'6"x6'6", No. 320, 2 sideboards No. 321.

**Carpet:**—Highpile Axminster in solid color with small regular pattern in black or darker tone.

**Draperies:**—4 prs. port curtains and 4 valances of Cartridge silk No. 2610 block printed with an amusing design in gay colors, lined, trimmed and made to draw with cords and drops. 4 prs. tie-backs for curtains of same material.



**Upholstery:**—Cushions for benches to be covered with Cartridge silk, block printed with stripes or with small floral design.

**Accessories:**—2 clocks, 4 electric fans.

**Par. 9—Servant's Dining Saloon (E Deck)**

**Painter's Finish:**—Same as for first class.

**Furniture:**—42 chairs No. 22, 6 tables 4'x2', 1 table 6'x2', 2 tables 8'x2', 1 cabinet, 1 side board.

**Carpet:**—None.

**Draperies:**—6 prs. port curtains and 6 valances of dark brown Cartridge silk made as heretofore specified for first class, 6 prs. of tie-backs from same material.

**Upholstery:**—Dining room chairs and three upholstered built-in seats to be covered with Craftsman Special Quality Dupont Fabricoid walnut color, put on with imitation leather gimp and close nailed.

**Accessories:**—Roller shades, 1 clock, 2 electric fans.

**Par. 10—First Class Lobbies & Passages on B Deck**

**Painter's Finish:**—See Group 2, Sect. 4.

**Furniture:**—5 upholstered chairs No. 19, 6 side chairs No. 8, 5 arm chairs No. 13, 4 tables No. 104, 2 sofas 6' medium.

**Carpet:**—Special runner of Highpile Axminster with border, with two rugs in wings of Highpile Axminster to match or tone in with runner.

**Upholstery:**—Same as D and E Decks.

**Accessories:**—1 clock.

**Par. 11—First Class Lobbies & Passages on C Deck**

**Painter's Finish:**—See Group 2, Sect. 4.

**Furniture:**—8 upholstered chairs No. 19, 6 side chairs No. 8, 6 tables No. 104, 6 sofas.

**Carpet:**—Runners of Bundhar Melrose Wilton with borders.

**Upholstery:**—Same as D and E Decks.

**Accessories:**—1 clock.

**Par. 12—First Class Lobbies & Passages on D and E Decks**

**Painter's Finish:**—See Group 2, Sect. 4.

**Furniture:**—4 chairs No. 19, 2 tables No. 104, 4 sofas, each deck.

**Carpet:**—Runners of Bundhar Melrose Wilton with borders.

**Upholstery:**—Twenty-five per cent. of furniture covered with machine made tapestry, wool, antique effect, close nailed. Balance of furniture covered with uncut Mohair or velour, striped or with small regular design.

**Accessories:**—2 clocks.

**Par. 13—First Class Lobbies & Passages on F Deck**

**Painter's Finish:**—See Group 2, Sect. 4.

**Furniture:**—8 upholstered chairs No. 19, 4 side chairs No. 8, 4 tables No. 104, 4 sofas 6'6" long.

**Carpet:**—Runners of Bundhar Melrose Wilton with borders.

**Upholstery:**—Same as D & E Decks.

**Accessories:**—1 clock.

**Par. 14—Swimming Pool (F Deck)**

**Painter's Finish:**—See Group 2, Sect. 4, Par. 19.

**Furniture:**—Built-in benches of wood for dressing rooms.

**Stair Covering:**—American Cotton Duck No. 0 Quality as runners with border and fastened securely with metal rods, pins and sockets.

**Draperies:**—Door curtains of Cartridge Silk No. 2610 with Pompeian border stenciled or block printed on bottom of curtains.

**Accessories:**—1 clock.

### SECTION 3

#### FIRST CLASS STATEROOMS ON B DECK

**Par. 1—Stateroom 1, Outside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 1 sofa with leeboards, 1 arm chair, 1 side chair, 1 table, 1 double lavatory, 2 wardrobes, 1 desk and dressing table, 2 nightstands, 1 shelf over radiator, 2 sliding wood shutters.

**Carpet:**—Tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. curtains and 2 valances, 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. tie-backs for window curtains.

**Upholstery:**—Greyish tan uncut mohair on arm chair and side chair, dark tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 2—Stateroom 2, Outside**

**Color Scheme:**—No. 4.

**Painter's Finish:**—No. 4 finish (existing stateroom).

**Furniture:**—2 beds, 1 sofa with leeboards, 1 arm chair, 1 side chair, 1 table, 1 double lavatory, 2 wardrobes, 1 desk and dressing table, 2 nightstands, 1 shelf over radiator, 2 sliding wood shutters.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 2 prs. curtains and 2 valances, 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. tie-backs for window curtains.

**Upholstery:**—Dark blue green uncut mohair on arm chair and side chair, dark blue green Imperial denim on sofa, 2 blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrost bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 3—Stateroom 3, Outside**

**Color Scheme:**—No. 1.

**Painter's Finish:**—No. 1 finish, existing stateroom.

**Furniture:**—1 bed, 1 sofa with leeboards, 1 side chair, 1 table, 1 wardrobe, 1 desk and dressing table, 1 nightstand, 2 sliding wood shutters, 1 shelf over radiator.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 2 prs. curtains and 2 valances, 1 door curtain, 1 pr. spreads, 2 prs. pillow covers, 2 prs. tie-backs.

**Upholstery:**—Deep plum uncut mohair on side chair, deep plum Imperial denim on sofa, 2 deep plum Cartridge silk covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 1 Ferrost bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 1 picture, 2 down pillows, 1 glass soap dish, 1 inkwell.

**Par. 4—Stateroom 4, Outside**

**Color Scheme:**—No. 1-A.

**Painter's Finish:**—No. 1 finish, existing stateroom.

**Furniture:**—1 bed, 1 sofa with leeboards, 1 side chair, 1 table, 1 wardrobe, 1 desk and dressing table, 1 nightstand, 2 sliding wood shutters, 1 shelf over radiator.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 2 prs. curtains and 2 valances, 1 door curtain, 1 pr. spreads, 2 prs. pillow covers, 2 prs. tie-backs for window curtains.

**Upholstery:**—Deep mahogany uncut mohair on side chair, deep mahogany Imperial denim on sofa, 2 mahogany colored Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 1 Ferrost

bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 1 picture, 2 down pillows, 1 glass soap dish, 1 inkwell.

**Par. 5—Stateroom 6, Inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish, existing stateroom.

**Furniture:**—1 bed, 1 sofa with leeboards, 1 side chair, 1 wardrobe, 1 desk and dressing table, 1 nightstand, 1 shelf over radiator, 2 sliding wood shutters.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 1 door curtain, 1 pr. spreads, 1 pr. radiator curtains, 2 prs. pillow covers,

**Upholstery:**—Dark red uncut mohair on side chair, grey Imperial denim on sofa, 2 dark grey Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 1 Ferrost bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 1 glass soap dish, 1 inkwell.

**Par. 6—Stateroom 7, Outside**

**Color Scheme:**—No. 7.

**Painter's Finish:**—No. 7 finish, existing stateroom.

**Furniture:**—2 beds, 1 sofa with leeboards, 1 arm chair, 1 side chair, 1 table, 2 wardrobes, 1 desk and dressing table, 2 nightstands, 1 shelf over radiator, 1 single lavatory, 2 sliding wood shutters.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 2 prs. curtains and 2 valances, 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. tie-backs for window curtains.

**Upholstery:**—Green uncut mohair on arm chair and side chair, dark green Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrost bottles, 2 drinking glasses, calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 7—Stateroom 8, Outside**

**Color Scheme:**—No. 7.

**Painter's Finish:**—No. 7 finish, existing stateroom.

**Furniture:**—1 bed, 1 sofa with leeboards, 1 arm chair, 1 side chair, 1 table, 2 wardrobes, 1 desk and dressing table, 1 nightstand, 1 shelf over radiator, 1 single lavatory, 2 sliding wood shutters.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 2 prs. curtains and 2 valances, 1 door curtain, 1 pr. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. tie-backs for window curtains.

**Upholstery:**—Green uncut mohair on arm chair and side chair dark green Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 1 glass soap dish, 1 inkwell.

**Par. 8—Stateroom 21, Outside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish, existing stateroom.

**Furniture:**—2 beds, 1 sofa with leeboard, 2 side chairs, 1 table, 2 wardrobes, 1 desk and dressing table, 2 nightstands, 1 shelf over radiator, 1 single lavatory, 2 sliding wood shutters.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 2 prs. curtains and 2 valances, 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. tie-backs for window curtains.

**Upholstery:**—Greyish tan mohair velvet on side chair, dark tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 9—Stateroom 23, Outside**

**Color Scheme:**—No. 1.

**Painter's Finish:**—No. 1 finish, existing stateroom.

**Furniture:**—2 beds, 1 sofa with leeboards, 1 side chair, 2 wardrobes, 1 desk and dressing table, 1 shelf over radiator, 1 double lavatory, 2 sliding wood shutters, 1 table.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 2 prs. curtains and 2 valances, 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. tie-backs for window curtains.

**Upholstery:**—Deep plum uncut mohair on side chair, deep plum Imperial denim on sofa, 2 deep plum Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 10—Stateroom 25, Outside**

**Color Scheme:**—No. 4.

**Painter's Finish:**—No. 4 finish, existing stateroom.

**Furniture:**—2 beds, 1 sofa with leeboards, 2 side chairs, 1 table, 2 wardrobes, 1 desk and dressing table, 2 nightstands, 1 shelf over radiator, 1 double lavatory, 2 sliding wood shutters.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 2 prs. curtains and 2 valances, 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. tie-backs for window curtains.

**Upholstery:**—Dark blue green mohair velvet on side chair, dark blue green Imperial denim on sofa, 2 blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows for sofa, 2 glass soap dishes, 1 inkwell.

## SECTION 4

### FIRST CLASS STATEROOMS ON C DECK

**Par. 1—Stateroom 100, Outside**

**Color Scheme:**—No. 8.

**Painter's Finish:**—No. 8 finish, existing stateroom.

**Furniture:**—2 beds, 1 sofa with leeboards, 1 side chair, 1 table, 2 wardrobes, 1 desk and dressing table, 2 nightstands, 1 chest of drawers, 1 double lavatory, 1 armchair.

**Carpet:**—Dark plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. tie-backs for port curtains.

**Upholstery:**—Deep plum uncut mohair on side chair, deep plum Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, calendar and frame, 1 notice frame, 2 pictures, 2 down pillows for sofa, 2 roller shades, 2 glass soap dishes, 1 inkwell.

**Par. 2—Stateroom 101, Outside**

**Color Scheme:**—No. 8.

**Painter's Finish:**—No. 8 finish, existing stateroom.

**Furniture:**—2 beds, 1 sofa with leeboards, 1 side chair, 1 table, 2 wardrobes, 1 desk and dressing table, 2 nightstands, 1 chest of drawers, 1 double lavatory, 1 arm chair.

**Carpet:**—Dark plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 2 prs. port curtains and two valances, 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. tie backs for port curtains.

**Upholstery:**—Deep plum uncut mohair on side chair, deep plum Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows for sofa, 2 roller shades, 2 glass soap dishes, 1 inkwell.

**Par. 3—Stateroom 102, Inside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish—existing stateroom.

**Furniture:**—1 bed, 1 side chair, 2 wardrobes, 1 desk and dressing table, 1 shelf over radiator, 1 single lavatory.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 1 door curtain, 1 pr. spreads, 1 pr. radiator curtains.

**Upholstery:**—Dark blue uncut silk velvet on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 2 pictures, 1 glass soap dish, 1 inkwell.

**Par. 4—Stateroom 103, Inside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish, existing stateroom.

**Furniture:**—1 bed, 1 side chair, 2 wardrobes, 1 desk and dressing table, 1 shelf over radiator, 1 single lavatory.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 1 door curtain, 1 pr. spreads, 1 pr. radiator curtains.

**Upholstery:**—Dark blue green uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket, (free standing), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 2 pictures, 1 glass soap dish, 1 inkwell.

**Par. 5—Stateroom 104, Inside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish, existing.

**Furniture:**—1 bed, 1 side chair, 1 wardrobe, 1 desk and dressing table, 1 shelf over radiator, 1 single lavatory, 1 nightstand.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk as follows: 1 door curtain, 1 pr. spreads, 1 pr. radiator curtains, 1 pr. bed warmer covers.

**Upholstery:**—Dark heliotrope uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 2 pictures, 1 glass soap dish, 1 inkwell.

**Par. 6—Stateroom 105, Inside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish, existing stateroom.

**Furniture:**—2 beds, 1 sofa with leeboards, 1 side chair, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 shelf over radiator.

**Carpet:**—Tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 pr. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on the side chair, dark tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar, and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 7—Stateroom 106, Inside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish, existing staterooms.



**Furniture:**—2 beds, 1 sofa with leeboards, 1 side chair, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 shelf over radiator.

**Carpet:**—Tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair, dark tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 8—Stateroom 107, Inside**

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish, existing stateroom.

**Furniture:**—2 beds, 1 sofa with leeboards, 1 side chair, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 shelf over radiator, 1 oval table.

**Carpet:**—Deep purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers.

**Upholstery:**—Deep purple uncut mohair on side chair, old gold Imperial denim on sofa, 2 old gold Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 9—Stateroom 108, Inside**

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish, existing stateroom.

**Furniture:**—2 beds, 1 sofa with leeboards, 1 side chair, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 shelf over radiator, 1 oval table.

**Carpet:**—Deep purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers.

**Upholstery:**—Deep purple uncut mohair on side chair, old gold Imperial denim on sofa, 2 old gold Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 10—Stateroom 109, Inside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish, existing stateroom.

**Furniture:**—2 beds, 1 sofa with leeboards, 1 side chair, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 shelf over radiator, 1 oval table.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers.

**Upholstery:**—Dark blue uncut mohair on side chair, dark blue Imperial denim on sofa, 2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 11—Stateroom 110, Inside**

**Color Scheme:**—No. 1-A.

**Painter's Finish:**—No. 1 finish, existing stateroom.

**Furniture:**—2 beds, 1 sofa with leeboards, 1 side chair, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 shelf over radiator, 1 oval table.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers.

**Upholstery:**—Mahogany colored uncut mohair on side chair, mahogany colored Imperial denim on sofa, 2 mahogany colored Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 12—Stateroom 111, Inside**

**Color Scheme:**—No. 3.



**Painter's Finish:**—No. 3 finish, existing stateroom.

**Furniture:**—2 beds, 1 sofa with leeboards, 1 side chair, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 shelf over radiator, 1 oval table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair, dark tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

#### Par. 13—Stateroom 112, Inside

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish, existing stateroom.

**Furniture:**—2 beds, 1 sofa with leeboards, 1 side chair, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 shelf over radiator, 1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 1 pair radiator curtains, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair, dark tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 ferrostal bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

#### Par. 14—Stateroom 113, Outside

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish, existing stateroom.

**Furniture:**—2 beds, 1 sofa with leeboards, 1 side chair, 1 table, 1 desk and dressing table, 2 wardrobes, 1 nightstand, 1 single lavatory, 1 built-in set of shelves, 1 arm chair, 1 bedshelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain,

2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. port curtains and valances, 2 prs. tie-backs for port curtains.

**Upholstery:**—Greyish tan uncut mohair on side chair, dark tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 2 ferrostal bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 roller shades, 2 glass soap dishes, 1 inkwell.

#### Par. 15—Stateroom 114, Outside

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish, existing stateroom.

**Furniture:**—2 beds, 1 sofa with leeboards, 1 side chair, 1 table, 1 desk and dressing table, 2 wardrobes, 1 nightstand, 1 single lavatory, 1 arm chair, 1 built-in set of shelves.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. port curtains and valances, 2 prs. tie-backs for port curtains.

**Upholstery:**—Greyish tan uncut mohair on side chair, dark tan Imperial denim on sofa, 2 pr. dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 roller shades, 2 glass soap dishes, 1 inkwell.

#### Par. 16—Stateroom 115, Inside

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish, existing stateroom.

**Furniture:**—1 bed, 1 Pullman over bed, 1 wardrobe, 1 table hinged to bulkhead, 1 folding lavatory, 1 shelf over radiator, 1 folding seat.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads, 1 pr. radiator curtains.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (secured), 1 clock, 1 telephone, 1 electric

fan, 1 Ferrostat bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 1 glass soap dish.

**Par. 17—Stateroom 116, Inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish, existing stateroom.

**Furniture:**—1 bed, 1 Pullman berth over, 1 wardrobe, 1 table hinged to bulkhead, 1 folding lavatory, 1 shelf over radiator, 1 folding seat.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads, 1 pr. radiator curtains.

**Accessories:**—1 robe rack, 1 book rack, life belt rack, 3 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 1 glass soap dish.

**Par. 18—Stateroom 117, Outside**

**Color Scheme:**—No. 4-A.

**Painter's Finish:**—No. 4 finish, existing stateroom.

**Furniture:**—2 beds, 1 sofa with leeboards, 1 side chair, 1 double lavatory, desk and dressing table combined, 3 wardrobes, 1 built-in set of shelves, 1 arm chair, 1 table.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. tie-backs for port curtains.

**Upholstery:**—Mulberry uncut mohair for side chair, Mulberry Imperial denim on sofa, 2 prs. dark Mulberry Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 roller shades, 2 glass soap dishes, 1 inkwell.

**Par. 19—Stateroom 118, Outside**

**Color Scheme:**—No. 8.

**Painter's Finish:**—No. 8 finish, existing stateroom.

**Furniture:**—2 beds, 1 sofa with leeboards, 1 side chair, 1 double lavatory, desk and dressing table combined, 3 wardrobes, 1 built-in set of shelves, 1 arm chair, 1 table.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. tie-backs for port curtains.

**Upholstery:**—Plum uncut mohair for side chair, dark plum Imperial denim on sofa, 2 prs. block printed Cartridge silk slip covers for sofa to match curtains.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, waste basket (free standing), 1 clock, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 roller shades, 2 glass soap dishes, 1 inkwell.

**Par. 20—Stateroom 119, Outside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish, existing stateroom.

**Furniture:**—1 bed, 1 sofa with leeboards, 1 side chair, 1 wardrobe, 1 nightstand, 2 built-in set of shelves, 1 table.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and two valances, 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. tie-backs for port curtains.

**Upholstery:**—Dark blue uncut mohair on side chair, dark blue Imperial denim on sofa, 2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 roller shades, 2 glass soap dishes, 1 inkwell.

**Par. 21—Stateroom 120, Outside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish, existing stateroom.

**Furniture:**—1 bed, 1 sofa with leeboards, 1 side chair, 1 wardrobe, 1 nightstand, 1 shelf over radiator, 1 built-in set of shelves, 1 table.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. of pillow covers, 2 prs. tie-backs for port curtains.

**Upholstery:**—Dark Heliotrope uncut mohair on side chair, dark

heliotrope Imperial denim on sofa, 2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 roller shades, 2 glass soap dishes, 1 inkwell.

**Par. 22—Stateroom 121, Inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish, existing stateroom.

**Furniture:**—1 bed, 1 wardrobe, 1 single lavatory, 1 desk and dressing table, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark red Bigelow Lowell Wilton black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads, 1 pr. radiator curtains.

**Upholstery:**—Dark red uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 2 pictures, 1 glass soap dish, 1 inkwell.

**Par. 23—Stateroom 122, Inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish, existing stateroom.

**Furniture:**—1 bed, 1 wardrobe, 1 single lavatory, 1 desk and dressing table, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads, 1 pr. radiator curtains.

**Upholstery:**—Dark red uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 2 pictures, 1 glass soap dish, 1 inkwell.

**Par. 24—Stateroom 123, Outside**

**Color Scheme:**—No. 4.

**Painter's Finish:**—No. 4 finish, existing stateroom.

**Furniture:**—2 beds, 1 nightstand, 1 sofa with leeboards, 1 single lavatory, 1 desk and dressing table, 1 side chair, 2 built-in set of shelves, 1 shelf over radiator, 2 wardrobes, 1 table.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 1 door curtain, 2 pairs spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. tie-backs for window curtains.

**Upholstery:**—Dark blue green uncut mohair on side chair, dark blue green Imperial denim on sofa, 2 blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 roller shades, 2 glass soap dishes, 1 inkwell.

**Par. 25—Stateroom 124, Outside**

**Color Scheme:**—No. 4-A.

**Painter's Finish:**—No. 4 finish, existing stateroom.

**Furniture:**—2 beds, 1 nightstand, 1 sofa with leeboards, 1 single lavatory, 1 desk and dressing table, 2 built-in set of shelves, 1 shelf over radiator, 2 wardrobes, 1 side chair, 1 table.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. tie-backs for window curtains.

**Upholstery:**—Deep Mulberry uncut mohair on side chair, deep Mulberry Imperial denim on sofa, 2 deep Mulberry Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 roller shades, 2 glass soap dishes, 1 inkwell.

**Par. 26—Stateroom 125, Outside**

**Color Scheme:**—No. 1.

**Painter's Finish:**—No. 1 finish, existing stateroom.

**Furniture:**—2 beds, 2 wardrobes, 1 sofa with leeboards, 1 desk and dressing table, 2 single lavatories, 1 table, 1 side chair, 1 arm chair.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 pr. port curtains and 2 valances, 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. tie-backs for window curtains.

**Upholstery:**—Deep plum uncut mohair on side chair, deep plum Imperial denim on sofa, 2 plum colored Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 roller shades, 2 glass soap dishes, 1 inkwell.

**Par. 27—Stateroom 126, Outside**

**Color Scheme:**—No. 1-A.

**Painter's Finish:**—No. 1 finish, existing stateroom.

**Furniture:**—2 beds, 2 wardrobes, 1 sofa with leeboards, 1 desk and dressing table, 2 single lavatories, 1 table, 1 side chair, 1 arm chair.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 1 door curtain, 2 pairs spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. tie-backs for window curtains.

**Upholstery:**—Deep mahogany uncut mohair on side chair, deep mahogany denim on sofa, 2 deep mahogany Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 roller shades, 2 glass soap dishes, 1 inkwell.

**Par. 28—Stateroom 127, Inside**

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—1 bed, 1 side chair, 1 wardrobe, 1 single folding lavatory, 1 shelf over radiator, 1 Pullman berth.

**Carpet:**—Dark purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads, 1 pr. radiator curtains, 2 pr. pillow covers.

**Upholstery:**—Old gold Imperial denim on sofa, 2 old gold Cartridge silk slip covers for sofa, old gold uncut mohair for chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 notice frame, 2 pictures, 2 down pillows, 1 glass soap dish.

**Par. 29—Stateroom 128, Inside**

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish, existing stateroom.

**Furniture:**—1 bed, 1 Pullman upper berth, 1 wardrobe, 1 folding lavatory, 1 shelf over radiator, 1 side chair.

**Carpet:**—Dark purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads, 1 pr. radiator curtains, 2 pr. pillow covers.

**Upholstery:**—Old gold Imperial denim on sofa, 2 old gold Cartridge silk slip covers for sofa, old gold uncut mohair for chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 notice frame, 2 pictures, 2 down pillows, 1 glass soap dish.

**Par. 30—Stateroom 129, Outside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish, existing stateroom.

**Furniture:**—2 beds, 2 nightstands, 2 wardrobes, 1 desk and dressing table, 1 sofa with leeboards, 1 single lavatory, 1 arm chair, 1 side chair, 1 table, 1 built-in set of shelves.

**Carpet:**—Dark blue green heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. tie-backs for port curtains.

**Upholstery:**—Dark blue green uncut mohair on arm chair and side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 roller shades, 2 glass soap dishes, 1 inkwell.

**Par. 31—Stateroom 130, Outside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish, existing stateroom.

**Furniture:**—2 beds, 2 nightstands, 2 wardrobes, 1 desk and dressing table, 1 sofa with leeboards, 1 single lavatory, 1 arm chair, 1 side chair, 1 table, 1 built-in set of shelves.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. tie-backs for port curtains.

**Upholstery:**—Dark heliotrope uncut mohair on arm chair and side chair, dark heliotrope Imperial denim on sofa, 2 dark heliotrope Cartridge Silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 roller shades, 2 glass soap dishes, 1 inkwell.

#### Par. 32—Stateroom 131, Inside

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish, existing stateroom.

**Furniture:**—1 bed, 1 nightstand, 1 wardrobe, 1 single lavatory, 1 desk and dressing table, 1 shelf over radiator, 1 sidechair.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads, 1 pr. radiator curtains.

**Upholstery:**—Dark heliotrope uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 notice frame, 1 calendar and frame, 2 pictures, 1 glass soap dish, 1 inkwell.

#### Par. 33—Stateroom 132, Outside

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish, existing stateroom.

**Furniture:**—2 beds, 2 nightstands, 3 wardrobes, 1 double lavatory, 1 sofa with leeboards, 1 desk and dressing table, 1 arm chair, 1 side chair, 1 table.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—2 prs. curtains and 2 valances, 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 pr. tie-backs for window curtains.

**Upholstery:**—Dark blue uncut mohair on arm chair and side chair, dark blue Imperial denim on sofa, 2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice

frame, 2 pictures, 2 down pillows, 2 roller shades, 2 glass soap dishes, 1 inkwell.

#### Par. 34—Stateroom 133, Outside

**Color Scheme:**—No. 8.

**Painter's Finish:**—No. 8 finish, existing stateroom.

**Furniture:**—2 beds, 2 nightstands, 2 wardrobes, 1 single lavatory, 1 sofa with leeboards, 1 desk and dressing table, 1 arm chair, 1 side chair, 1 table.

**Carpet:**—Dark plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. curtains and 2 valances, 1 door curtain, 2 prs. spreads, 1 pr. radiator curtains, 2 prs. pillow covers, 2 pr. tie-backs for port curtains.

**Upholstery:**—Dark plum uncut mohair on arm chair and side chair, dark plum Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 roller shades, 2 glass soap dishes, 1 inkwell.

#### Par. 35—Stateroom 134, Outside

**Color Scheme:**—No. 4.

**Painter's Finish:**—No. 4 finish, existing stateroom.

**Furniture:**—2 beds, 2 wardrobes, 1 double lavatory, desk and dressing table combined, 2 side chairs, 1 table, 1 sofa with leeboards.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. curtains and 2 valances, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers, 2 prs. tie-backs for port curtains.

**Upholstery:**—Dark blue green uncut mohair for side chair, dark blue green Imperial denim for sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 roller shades, 2 glass soap dishes, 1 inkwell.

#### Par. 36—Stateroom 135, Outside

**Color Scheme:**—No. 4-A.



**Painter's Finish:**—No. 4 finish, existing stateroom.

**Furniture:**—2 beds, 2 wardrobes, 1 double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 side chairs, 1 table.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. curtains and 2 valances, 1 door curtain, 1 pr. radiator curtains, 2 pr. spreads, 2 prs. pillow covers, 2 prs. tie-backs for port curtains.

**Upholstery:**—Deep Mulberry uncut mohair on side chair, deep Mulberry Imperial denim on sofa, 2 deep Mulberry Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 roller shades, 2 glass soap dishes, 1 inkwell.

#### Par. 37—Stateroom 136, Inside

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish, existing stateroom.

**Furniture:**—1 bed, 1 Pullman upper berth, 1 nightstand, 1 sofa with leeboards, 1 desk and dressing table, 1 wardrobe, 1 single lavatory, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads, 1 pr. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 1 glass soap dish, 1 inkwell.

#### Par. 38—Stateroom 137, Inside

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish, existing stateroom.

**Furniture:**—1 bed, 1 Pullman upper berth, 1 nightstand, 1 sofa with leeboards, 1 desk and dressing table, 1 single lavatory, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads, 1 pr. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair, greyish tan Imperial denim on sofa, 2 brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 1 glass soap dish, 1 inkwell.

#### Par. 39—Stateroom 138, Inside

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish, existing stateroom.

**Furniture:**—1 bed, 1 Pullman upper berth, 1 nightstand, 1 desk and dressing table, 1 sofa with leeboards, 1 wardrobe, 1 single lavatory, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads, 1 pr. pillow covers.

**Upholstery:**—Dark red uncut mohair on side chair, grey Imperial denim on sofa, 2 dark grey Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 1 glass soap dish, 1 inkwell.

#### Par. 40—Stateroom 139, Inside

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish, existing stateroom.

**Furniture:**—1 bed, 1 Pullman upper berth, 1 nightstand, 1 desk and dressing table, 1 sofa with leeboards, 1 wardrobe, 1 single lavatory, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads, 1 pr. pillow covers.

**Upholstery:**—Dark blue uncut mohair on side chair, dark blue Imperial denim on sofa, 2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 1 glass soap dish, 1 inkwell.

**Par. 41—Stateroom 140, inside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish, existing stateroom.

**Furniture:**—2 beds, 2 nightstands, 1 double lavatory, 2 wardrobes, 1 arm chair, 1 side chair, 1 radiator shelf.

**Carpet:**—Deep blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads.

**Upholstery:**—Dark blue uncut mohair on arm chair and side chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 notice frame, 2 pictures, 2 glass soap dishes, 1 inkwell.

**Par. 42—Stateroom 141, Inside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 double lavatory, 2 wardrobes, 1 arm chair, 1 side chair, 1 radiator shelf.

**Carpet:**—Deep heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads.

**Upholstery:**—Dark heliotrope uncut mohair on arm chair and side chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 notice frame, 2 pictures, 1 clock, 2 glass soap dishes, 1 inkwell.

**Par. 43—Stateroom 142, Inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 2 wardrobes, 1 double lavatory, 1 desk and dressing table, sofa with leeboards, 1 side chair, 1 table, 1 arm chair, 1 radiator shelf.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark red uncut mohair on side chair, dark grey

Imperial denim on sofa, 2 dark grey Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 glass soap dishes, 1 inkwell.

**Par. 44—Stateroom 143, Inside**

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 2 wardrobes, 1 double lavatory, 1 desk and dressing table, 1 sofa with leeboards, 1 side chair, 1 table, 1 arm chair, 1 radiator shelf.

**Carpet:**—Dark purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark purple uncut mohair on side chair, old gold Imperial denim on sofa, 2 old gold Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 glass soap dishes, 1 inkwell.

**Par. 45—Stateroom 144, Inside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 2 wardrobes, 1 double lavatory, 1 desk and dressing table, 1 sofa with leeboards, 1 side chair, 1 table, 1 arm chair, 1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish Tan uncut Mohair on side chair, dark tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 glass soap dishes, 1 inkwell.

**Par. 46—Stateroom 145, inside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 2 wardrobes, 1 double lavatory, 1 sofa with leeboards, 1 desk and dressing table, 1 side chair, 1 table. 1 arm chair, 1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut Mohair on side chair, geyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 glass soap dishes, 1 inkwell.

#### Par. 47—Stateroom 146, inside

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 2 wardrobes, 1 double lavatory, 1 sofa with leeboards, 1 desk and dressing table, 1 side chair and 1 table. 1 arm chair, 1 radiator shelf.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut Mohair on side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 glass soap dishes, 1 inkwell.

#### Par. 48—Stateroom 147, inside

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 2 wardrobes, 1 double lavatory, 1 sofa with leeboards, 1 desk and dressing table, 1 side chair, 1 table. 1 arm chair, 1 radiator shelf.

**Carpet:**—Dark purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Deep Purple uncut Mohair on side chair, old gold Imperial denim on sofa, 2 old gold Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 glass soap dishes, 1 inkwell.

#### Par. 49—Stateroom 148, outside

**Color Scheme:**—No. 1

**Painter's Finish:**—No. 1 finish, existing stateroom.

**Furniture:**—2 beds, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 sofa with leeboards, 2 side chairs, 1 table.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. curtains and 2 valances, 1 door curtain, 2 prs. spreads, 2 pr. pillow covers, 2 prs. tie backs for window curtains.

**Upholstery:**—Deep plum uncut Mohair on side chair, deep plum Imperial denim for sofa, 2 deep plum Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing) 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 roller shades, 2 glass soap dishes, 1 inkwell.

#### Par. 50—Stateroom 149, outside

**Color Scheme:**—No. 1-A.

**Painter's Finish:**—No. 1 finish, existing stateroom.

**Furniture:**—2 beds, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 sofa with leeboards, 2 side chairs, 1 table.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 1 door curtain, 2 pr. spreads, 2 prs. pillow covers, 2 prs. tie backs for port curtains.

**Upholstery:**—Deep mahogany uncut Mohair on side chair, deep mahogany Imperial denim on sofa, 2 mahogany colored Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice

frame, 2 pictures, 2 down pillows, 2 roller shades, 2 glass soap dishes, 1 inkwell.

**Par. 51—Stateroom 150, outside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboard, 1 dressing table, 3 wardrobes, 1 arm chair, 1 side chair, 1 table, 1 single lavatory, 1 fire place, 1 triple cheval glass.

**Carpet:**—Dark Tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers, 2 prs. port curtains and 2 valances, 2 prs. tie-backs for port curtains.

**Upholstery:**—Greyish tan uncut Mohair on arm chair and side chair, dark tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 book rack, 2 life belt racks, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Fermostat bottles, 2 drinking glasses, 2 down pillows, 1 notice frame, 2 pictures, 1 clock, 2 glass soap dishes, 1 inkwell.

**Par. 52—Stateroom 151, outside**

**Color Scheme:**—No. 4

**Painter's Finish:**—No. 4 finish, (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboard, 1 dressing table, 1 single lavatory, 3 wardrobes, 1 arm chair, 1 side chair, 1 table, 1 shelf over radiator, 2 cabinets, 1 triple cheval glass.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers, 2 prs. port curtains and 2 valances, 2 pr. tie-backs for port curtains.

**Upholstery:**—Dark blue green uncut Mohair on arm chair and side chair, dark blue green Imperial denim on sofa, 2 blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 book rack, 2 life belt racks, waste basket (free standing), 1 telephone, 1 electric fan, 2 Fermostat bottles, 2 drinking glasses, 2 down pillows, 1 notice frame, 2 pictures, 1 clock, 2 glass soap dishes, 1 inkwell.

**Par. 53—Stateroom 152, outside**

**Color Scheme:**—No. 2

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—1 sofa, 2 wardrobes, 1 special desk with leather top, 1 fireplace, 2 semi-circular commodes, 1 oval table with leather base, 1 arm chair, 1 side chair, 1 all-over upholstered chair. 1 radiator shelf.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. special curtains and valances of hand block printed Cartridge silk, 2 prs. special net curtains for windows leading to veranda, 2 prs. plain blue pillow covers, 1 special heavy silk table cover trimmed with fringe.

**Upholstery:**—Dark blue uncut Mohair on arm and side chairs, dark blue Imperial denim on sofa, hand block printed Cartridge silk on all-over upholstered chair, 2 hand block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 book rack, 1 free standing waste basket, 1 clock, 1 telephone, 1 electric fan, 4 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 1 inkwell.

**Par. 54—Stateroom Veranda 152-A, outside**

**Painter's Finish:**—Special color scheme, existing veranda.

**Furniture:**—1 curved sofa, 1 Chaise lounge, 1 large oval table, 3 special arm chairs.

**Carpet:**—Rug of Bigelow Lowell Wilton.

**Draperies:**—Hand block printed Cartridge silk window curtains, valances tie-backs for same, 1 pr. special casement cloth curtains for group of windows, made to draw if necessary, 4 prs. solid colored Cartridge silk pillow covers.

**Upholstery:**—2 hand block printed Cartridge silk slip covers for sofa, plain Imperial denim on sofa, plain Cartridge silk covering for Chaise lounge and seats of chairs.

**Accessories:**—1 clock, 4 down pillows, flowers.

**Par. 55—Stateroom 153, outside**

**Color Scheme:**—No. 2

**Painter's Finish:**—No. 2 finish, existing stateroom.

**Furniture:**—1 sofa, 2 wardrobes, 1 special desk with leather top, 1 fireplace, 2 semi-circular commodes, 1 oval table with leather base, 1 arm chair, 1 side chair, 1 all-over upholstered chair. 1 radiator shelf.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. special curtains valances of hand block printed Cartridge silk, 2 prs. special

net curtains for windows leading to veranda, 2 prs. plain blue pillow covers, 1 special heavy silk table cover trimmed with fringe.

**Upholstery:**—Dark blue uncut Mohair on arm and side chairs, dark blue Imperial denim on sofa, hand blocked printed Cartridge silk on all-over upholstered chair, 2 hand block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 book rack, 1 free standing waste basket, 1 clock, 1 telephone, 1 electric fan, 4 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 1 inkwell.

**Par. 56—Stateroom Veranda 153-A, outside**

**Painter's Finish:**—Special color scheme, existing veranda.

**Furniture:**—1 curved sofa, 1 Chaise lounge, 1 large oval table, 3 special arm chairs. 1 fireplace.

**Carpet:**—Rug of Bigelow Lowell Wilton.

**Draperies:**—Hand block printed Cartridge silk window curtains, valances and tie-backs for same, 1 pr. special casement cloth curtains for group of windows, made to draw if necessary, 4 prs. solid colored Cartridge silk pillow covers.

**Upholstery:**—2 hand block printed Cartridge silk slip covers for sofa, plain Imperial denim on sofa, plain Cartridge silk covering for Chaise lounge and seats of chairs.

**Accessories:**—1 clock, 4 down pillows, flowers.

**Par. 57—Stateroom 154, outside.**

**Color Scheme:**—No. 4.

**Painter's Finish:**—No. 4 finish, existing stateroom.

**Furniture:**—1 built-in chest of drawers with glass cabinet above, 4 chairs, 1 special sofa, 1 special dressing table, 1 fire place, 2 beds, 1 double lavatory, 1 triple Cheval glass, 1 oval table, 1 small round table, 1 arm chair, 1 side chair, 2 nightstands, 2 cabinets.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 4 prs. port curtains, 4 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on 2 arm chairs and side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 1 free standing waste basket, 6 trunk runners, 1 telephone, 1 clock, 1 electric fan, 2 Ferrostat bottles with stands, 2 drinking glasses, 2 down pillows, 2 pictures, 1 notice frame, 2 glass soap dishes.

**Par. 58—Stateroom 155, outside.**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish, existing stateroom.

**Furniture:**—4 chairs, 1 special sofa, 1 special dressing table, 1 fireplace, 2 beds, 1 double lavatory, 1 triple Cheval glass, 1 oval table, 1 small round table, 1 arm chair, 1 side chair, 2 wardrobes, 2 combined cabinets and nightstands.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 4 prs. port curtains, 4 prs. tie backs and valances for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut Mohair on arm chairs and side chair, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 1 free standing waste basket, 6 trunk runners, 1 telephone, 1 clock, 1 electric fan, 2 Ferrostat bottles with stands, 2 drinking glasses, 2 down pillows, 2 pictures, 1 notice frame, 2 glass soap dishes.

**Par. 59—Stateroom 156, inside.**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish, existing stateroom.

**Furniture:**—1 bed, 1 upper Pullman berth, 1 sofa with leeboards, 1 desk and dressing table, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf, 1 nightstand.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 1 door curtain, 1 pr. spreads, 1 pr. pillow covers.

**Upholstery:**—Dark blue uncut mohair on side chair, dark blue Imperial denim on sofa, 2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 calendar and frame, 2 pictures, 2 down pillows, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 60—Stateroom 157, inside.**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish, existing stateroom.

**Furniture:**—1 bed, 1 upper Pullman berth, 1 sofa with leeboards, 1 desk and dressing table, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf, 1 nightstand.



**Carpet:**—Dark Heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 1 door curtain, 1 pr. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on side chair, dark heliotrope Imperial denim on sofa, 2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 1 Fermostat bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 1 glass soap dish, 1 inkwell.

**Par. 61—Stateroom 158, inside.**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish, existing stateroom.

**Furniture:**—2 beds, 2 nightstands, 2 wardrobes, 1 double lavatory, desk and dressing table combined, 2 side chairs, 1 radiator shelf.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 1 door curtain, 2 pr. spreads.

**Upholstery:**—Dark red uncut mohair on side chair and arm chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 2 Fermostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 glass soap dishes, 1 inkwell.

**Par. 62—Stateroom 159, inside.**

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish, existing stateroom.

**Furniture:**—2 beds, 2 nightstands, 2 wardrobes, 1 double lavatory, desk and dressing table combined, 2 side chairs, 1 radiator shelf.

**Carpet:**—Dark purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 1 door curtain, 2 prs. spreads.

**Upholstery:**—Deep purple uncut mohair on arm chair and side chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 2 Fermostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 glass soap dishes, 1 inkwell.

**Par. 63—Stateroom 160, outside.**

**Color Scheme:**—No. 10.

**Painter's Finish:**—No. 10 finish, existing stateroom.

**Furniture:**—1 special curved sofa, 1 desk with leather top, 1 wardrobe, 1 wardrobe with folding lavatory, 1 all-over upholstered chair, 1 arm chair, 1 side chair, 1 oval table with leather base, 2 sliding shutters with glass panels, 1 fireplace.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Heavy striped taffeta, as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. window curtains and 2 valances, 2 prs. tie-backs for window curtains, 2 prs. pillow covers, 1 table cover of heavy silk Repp in solid color, use present silk wall panels if possible, otherwise substitute heavy silk repp or as good.

**Upholstery:**—Blue uncut mohair on arm chair, side chair and sofa, heavy striped taffeta like curtains on all-over upholstered chair.

**Accessories:**—1 waste basket (free standing), clock, 1 telephone, 1 electric fan, 1 calendar and frame, 1 notice frame, 2 pictures, 1 inkwell.

**Par. 64—Stateroom 161, outside**

**Color Scheme:**—No. 11.

**Painter's Finish:**—No. 11 finish, existing stateroom.

**Furniture:**—1 sofa, 1 built-in corner cabinet, 1 fireplace, 1 wardrobe with folding lavatory, 3 wardrobes, 1 oval table, 1 all-over upholstered chair, 1 arm chair, 1 side chair, 1 desk with leather top, 2 sliding glass shutters.

**Carpet:**—Green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Heavy striped taffeta, as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. window curtains and 2 valances, 2 prs. tie-backs for window curtains, 1 table cover of heavy silk Repp in solid color; use present silk wall panels if possible, otherwise substitute heavy silk repp or as good.

**Upholstery:**—Uncut mohair on arm chair, side chair and sofa, heavy striped Taffeta like curtains on all-over upholstered chair, table base covered with top grained cowhide.

**Accessories:**—1 waste basket (free standing), 1 clock, 1 telephone, 1 electric fan, 1 calendar and frame, 1 notice frame, 2 pictures, 1 inkwell.

**Par. 65—Stateroom 162, outside**

**Color Scheme:**—No. 1-A.

**Painter's Finish:**—No. 1 finish (existing stateroom). See also Group I, Sect. 3, par. 4.

**Furniture:**—2 beds, 2 nightstands, 3 wardrobes, 1 large single lavatory, 1 sofa with leeboards, 1 desk and dressing table, 1 fireplace, 1 arm chair, 1 side chair, 1 table, 1 built-in triple mirror Cheval glass.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 2 pr. window curtains and 2 valances, 2 prs. tie-backs for window curtains, 1 door curtain, 1 pr. radiator curtains, 2 prs. pillow covers, 2 prs. spreads.

**Upholstery:**—Deep mahogany uncut mohair on arm chair and side chair, deep mahogany Imperial denim on sofa, 2 deep mahogany Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (secured), 1 clock, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 66—Stateroom 163, outside**

**Color Scheme:**—No. 1.

**Painter's Finish:**—No. 1 finish (existing stateroom). See also Group I, Sect. 3, par. 4.

**Furniture:**—2 beds, 2 nightstands, 3 wardrobes, 1 double lavatory, 1 sofa with leeboards, 1 desk and dressing table, 1 fireplace, 1 arm chair, 1 side chair, 1 table, 1 built-in triple mirror Cheval glass, 2 sliding shutters with glass panels.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 2 prs. window curtains and 2 valances, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers, 2 prs. tie-backs for window curtains.

**Upholstery:**—Deep plum uncut mohair on arm chair and side chair, deep plum Imperial denim on sofa, 2 deep plum Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (secured), 1 clock, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 glass soap dishes, 2 down pillows, 1 inkwell.

**Par. 67—Stateroom 164, inside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 2 wardrobes, 1 double lavatory desk and dressing table combined, 1 side chair, 1 arm chair, 1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 1 door curtain, 2 prs. spreads.

**Upholstery:**—Greyish tan uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 clock, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 glass soap dishes, 1 inkwell.

**Par. 68—Stateroom 165, inside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 2 wardrobes, 1 double lavatory, desk and dressing table combined, 1 side-chair, 1 radiator shelf.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 1 door curtain, 2 prs. spreads.

**Upholstery:**—Dark heliotrope uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 glass soap dishes, 1 inkwell.

**Par. 69—Stateroom 166, outside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 2 wardrobes, 1 double lavatory, desk and dressing table combined, 1 arm chair, 1 side chair, 1 table, 2 sliding wooden shutters.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 2 prs. window curtains and 2 valances, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers, 2 prs. tie-backs for window curtains.

**Upholstery:**—Greyish tan uncut mohair on arm chair and side chair, dark tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 70—Stateroom 167, outside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 2 wardrobes, 1 double lavatory, desk and dressing table combined, 1 arm chair, 1 side chair, 1 table, 2 sliding wooden shutters.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 2 prs. window curtains and 2 valances, 1 door curtain, 2 pr. spreads, 2 prs. pillow covers, 2 prs. tie-backs for window curtains.

**Upholstery:**—Greyish tan uncut mohair on arm chair and side chair, dark tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 71—Stateroom 168, outside**

**Color Scheme:**—No. 8.

**Painter's Finish:**—No. 8 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 2 wardrobes, 1 double lavatory, desk and dressing table combined, 1 arm chair, 1 side chair, 2 sliding wooden shutters, 1 table.

**Carpet:**—Dark plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 2 prs. window curtains and 2 valances, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers, 2 prs. tie-backs for window curtains.

**Upholstery:**—Deep plum uncut mohair on arm chair and side chair, deep plum Imperial denim on sofa, 2 deep plum Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 72—Stateroom 169, outside**

**Color Scheme:**—No. 8.

**Painter's Finish:**—No. 8 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 2 wardrobes, 1 double lavatory, desk and dressing table combined, 1 arm chair, 1 side chair, 2 sliding wooden shutters, 1 table.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 2 prs. window curtains and valances, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers, 2 prs. tie-backs for window curtains.

**Upholstery:**—Deep plum uncut mohair on arm chair and side chair, deep plum Imperial denim on sofa, 2 deep plum Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 73—Stateroom 170, inside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 2 wardrobes, 1 single lavatory, 1 desk and dressing table, 1 side chair, 1 arm chair, 1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Greyish tan uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 2 pictures, 1 glass soap dish, 1 inkwell.

**Par. 74—Stateroom 171, inside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 2 wardrobes, 1 single lavatory, 1 desk and dressing table, 1 side chair, 1 arm chair, 1 radiator shelf.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Dark blue green uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 2 pictures, 1 glass soap dish, 1 inkwell.

**Par. 75—Stateroom 172, inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 single lavatory, 2 wardrobes, 1 desk and dressing table, 1 side chair, 1 arm chair, 1 radiator shelf.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Dark red uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 2 pictures, 1 glass soap dish, 1 drinking glass, 1 notice frame, 1 calendar and frame, 1 inkwell.

**Par. 76—Stateroom 173, inside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 single lavatory, 2 wardrobes, 1 desk and dressing table, 1 side chair, 1 arm chair, 1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Greyish tan uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 2 pictures, 1 glass soap dish, 1 inkwell.

**Par. 77—Stateroom 174, outside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 2 wardrobes, 1 double lavatory, desk and dressing table combined, 1 arm chair, 1 side chair, 1 table, 2 sliding wooden shutters, 1 built-in set of shelves with linoleum top.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 2 prs. window curtains and 2 valances, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers, 2 prs. tie-backs for window curtains.

**Upholstery:**—Dark blue green uncut mohair on arm chair and side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 78—Stateroom 175, outside**

**Color Scheme:**—No. 7.

**Painter's Finish:**—No. 7 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 2 wardrobes, 1 double lavatory, desk and dressing table combined, 1 arm chair, 1 side chair, 1 table, 1 secured set of shelves with linoleum top, 2 sliding wooden shutters.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 2 prs. window curtains and 2 valances, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers, 2 prs. tie-backs for window curtains.

**Upholstery:**—Green uncut mohair for arm chair and side chair, dark green Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 79—Stateroom 176, outside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 arm chair, 1 side chair, 1 table, 2 sliding wooden shutters.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 2 prs. window curtains and 2 valances, 2 prs. tie-backs for window curtains, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm chair and side chair, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 80—Stateroom 177, outside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 arm chair, 1 side chair, 1 table, 2 sliding wooden shutters.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610, as follows: 2 prs. window curtains and 2 valances, 2 prs. tie-backs for window curtains, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair and arm chair, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 81—Stateroom 178, inside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Dark blue uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 2 pictures, 1 glass soap dish, 1 inkwell.

**Par. 82—Stateroom 179, inside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Dark blue green uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 2 pictures, 1 glass soap dish, 1 inkwell.

**Par. 83—Stateroom 180, inside**

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 2 side chairs, 1 radiator shelf.

**Carpet:**—Dark purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Deep purple uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 2 pictures, 1 glass soap dish, 1 inkwell.

**Par. 84—Stateroom 181, inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 2 side chairs, 1 radiator shelf.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Dark red uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 2 pictures, 1 glass soap dish, 1 inkwell.



**Par. 85—Stateroom 182, outside****Color Scheme:**—No. 4.**Painter's Finish:**—No. 4 finish (existing stateroom).**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 arm chair, 1 side chair, 1 table, 2 sliding wooden shutters.**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.**Draperies:**—Cartridge silk No. 2610, as follows: 2 prs. window curtains and 2 valances, 2 prs. tie-backs for window curtains, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.**Upholstery:**—Dark blue green uncut mohair on arm chair and side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.**Par. 86—Stateroom 183, outside****Color Scheme:**—No. 4-A.**Painter's Finish:**—No. 4 finish (existing stateroom).**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 arm chair, 1 side chair, 1 table, 2 sliding wooden shutters.**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.**Draperies:**—Cartridge silk No. 2610, as follows: 2 prs. window curtains and 2 valances, 2 prs. tie-backs for window curtains, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.**Upholstery:**—Deep mulberry uncut mohair on arm chair and side chair, deep mulberry Imperial denim on sofa, 2 deep mulberry Cartridge silk slip covers for sofa.**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.**Par. 87—Stateroom 184, outside****Color Scheme:**—No. 8.**Painter's Finish:**—No. 8 finish (existing stateroom).**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 1 desk and dressing table combined, 2 wardrobes, 1 single lavatory, 1 arm chair, 1 side chair, 1 table, 2 sliding wooden shutters.**Carpet:**—Dark plum Bigelow Lowell Wilton with black regular design.**Draperies:**—Cartridge silk No. 2610, as follows: 2 prs. window curtains and 2 valances, 2 prs. tie-backs for window curtains, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers, 1 pr. radiator curtains.**Upholstery:**—Deep plum uncut mohair on arm chair and side chair, deep plum Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.**Par. 88—Stateroom 185, outside****Color Scheme:**—No. 8.**Painter's Finish:**—No. 8 finish (existing stateroom).**Furniture:**—2 beds, 1 sofa with leeboards, 1 desk and dressing table combined, 1 double lavatory, 2 wardrobes, 1 side chair, 1 table, 1 sliding wooden shutter, 1 arm chair.**Carpet:**—Dark plum Bigelow Lowell Wilton with black regular design.**Draperies:**—Cartridge silk No. 2610, as follows: 1 pr. window curtains and valance, 1 pr. tie-backs for window curtains, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.**Upholstery:**—Deep plum uncut mohair on side chair, deep plum Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.**Par. 89—Stateroom 186, outside.****Color Scheme:**—No. 7.**Painter's Finish:**—No. 7 finish (existing stateroom).**Furniture:**—1 bed, 1 nightstand, 1 sofa with leeboards, 1 desk and dressing table combined, 1 wardrobe, 1 single lavatory, 2 side chairs, 1 sliding shutter, 1 table.**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.**Draperies:**—Cartridge silk No. 2610, as follows: 1 pr. window curtains and valance, 1 pr. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads, 2 pr. pillow covers.

**Upholstery:**—Green uncut mohair on side chair, dark green Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 1 glass soap dish, 1 inkwell.

**Par. 90—Stateroom 187, outside**

**Color Scheme:**—No. 7.

**Painter's Finish:**—No. 7 finish (existing stateroom).

**Furniture:**—2 beds, 1 double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 arm chair, 1 side chair, 2 sliding wooden shutters, 1 table.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 2 prs. window curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Green uncut mohair on arm chair and side chair, dark green Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 91—Stateroom 188, outside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 sofa with leeboards, 1 desk and dressing table combined, 1 wardrobe, 1 single lavatory, 1 side chair, 1 sliding shutter, 1 table.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 1 pr. curtains and valance and 1 pr. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue uncut mohair on side chair, dark blue Imperial denim on sofa, 2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 92—Stateroom 189, Outside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 1 nightstand, 1 sofa with leeboards, 1-6' double lavatory, desk and dressing table combined, 2 wardrobes, 1 side chair, 1 arm chair, 2 sliding shutters, 1 table.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. curtains and valance, 1 pr. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 93—Stateroom 190, Outside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 side chair, 1 table, 1 sliding shutter, 1 arm chair.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. curtains and valance, 1 pr. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on side chair, dark helio. Imperial denim on sofa, 2 dark helio. Cartridge silk slip covers on sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 94—Stateroom 191, Outside**

**Color Scheme:**—No. 1.

**Painter's Finish:**—No. 1 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 sliding shutter, 1 table.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. window curtains and valance, 1 pr. tie-backs for same, 1 door curtain, 1 pr. spreads, 1 pr. radiator curtains.

**Upholstery:**—Deep plum uncut mohair on arm chair and side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 glass soap dish, 1 notice frame, 1 inkwell.

**Par. 95—Stateroom 192, Outside**

**Color Scheme:**—No. 1-A.

**Painter's Finish:**—No. 1 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 arm chair, 1 side chair, 1 sliding shutter, 1 table.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. window curtains and valance, 1 pr. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers, 1 pr. radiator curtains.

**Upholstery:**—Deep mahogany uncut mohair on arm chair and side chair, deep mahogany Imperial denim on sofa, 2 deep mahogany Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 96—Stateroom 194, Outside**

**Color Scheme:**—No. 4.

**Painter's Finish:**—No. 4 finish (existing stateroom).

**Furniture:**—2 beds, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 arm chair, 1 side chair, 1 sliding shutter, 1 table.

**Carpet:**—Dark Brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 1 pr. window curtains and valance, 1 pr. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads.

**Upholstery:**—Dark blue green uncut mohair on arm and side chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par 97—Stateroom 196, Outside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 Finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 small desk and dressing table combined, 1 wardrobe, 1 single lavatory, 1 side chair, 1 sliding wooden shutter.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge Silk No. 2610 as follows: 1 pr. window curtains and valance, 1 pr. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Greyish tan uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 98—Stateroom 198, Outside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 wardrobe, 1 single lavatory, 1 side chair, 1 sliding wooden shutter, 1 arm chair.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. window curtains and valance, 1 pr. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads

**Upholstery:**—Greyish tan uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**SECTION 5**

**FIRST CLASS STATEROOMS ON D DECK**

**Par. 1—Stateroom 200, Inside**

**Color Scheme:**—No. 8.

**Painter's Finish:**—No. 8 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf, 1 table.

**Carpet:**—Dark plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Deep plum uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

#### Par. 2—Stateroom 201, Inside

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 1 desk and dressing table combined, 1 double lavatory, 1 table, 2 wardrobes, 2 side chairs, 1 radiator shelf.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue uncut mohair on side chair, dark blue Imperial denim on sofa, 2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 2 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 2 down pillows.

#### Par. 3—Stateroom 202, Inside

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 1 double lavatory, 2 wardrobes, 1 radiator shelf, 2 side chairs, 1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 2 down pillows.

#### Par. 4—Stateroom 203, Inside

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—2 beds, 1 double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 arm chair, 1 side chair, 1 oval table, 2 sets of built-in shelves, 1 radiator shelf.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark red uncut mohair on arm chair and side chair, grey Imperial denim on sofa, 2 dark grey Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 2 down pillows, 1 inkwell.

#### Par. 5—Stateroom 204, Inside

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—2 beds, 1 double lavatory, desk and dressing table combined, 1 sofa with leeboard, 2 wardrobes, 1 arm chair, 1 side chair, 1 oval table, 2 sets of built-in shelves.

**Carpet:**—Dark purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Deep purple uncut mohair on arm chair and side chair, old gold Imperial denim on sofa, 2 old gold Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 down pillows, 2 glass soap dishes, 1 inkwell.

#### Par. 6—Stateroom 205, Inside

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 1 double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 arm chair, 1 side chair, 1 oval table, 2 sets of built-in shelves, 1 radiator shelf.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 spreads, 2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on arm chair and side chair, dark heliotrope Imperial denim on sofa, 2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 7—Stateroom 206, Inside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 1 double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 arm chair, 1 side chair, 1 oval table, 2 sets of built-in shelves.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm chair and side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing) 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 8—Stateroom 207, Inside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 double lavatory, 1 desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 arm chair, 1 side chair, 1 oval table, 2 sets of built-in shelves, 1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2

Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 9—Stateroom 208, Inside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 1 sofa with leeboards, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 arm chair, 1 side chair, 1 oval table, 1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 10—Stateroom 209, Outside**

**Color Scheme:**—No. 1.

**Painter's Finish:**—No. 1 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 1 desk and dressing table, 2 wardrobes, 1 single lavatory, 1 arm chair, 1 side chair, 1 table, 2 sliding wooden shutters, 1 radiator shelf, 1 bedshelf.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. window curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Deep plum uncut mohair on arm and side chairs, deep plum Imperial denim on sofa, 2 deep plum Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 11—Stateroom 210, Outside**

**Color Scheme:**—No. 1-A.

**Painter's Finish:**—No. 1 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 1 desk



and dressing table combined, 2 wardrobes, 1 single lavatory, 1 arm chair, 1 side chair, 1 table, 2 sliding wooden shutters, 1 radiator shelf.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. window curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 pr. pillow covers.

**Upholstery:**—Deep mahogany uncut mohair on arm and side chairs, deep mahogany Imperial denim on sofa, 2 deep mahogany Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 down pillows, 2 glass soap dishes, 1 inkwell.

#### Par. 12—Stateroom 211, Outside

**Color Scheme:**—No. 4.

**Painter's Finish:**—No. 4 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 1 desk and dressing table combined, 2 wardrobes, 1 single lavatory, 1 arm chair, 1 side chair, 1 table, 2 roller shades, 1 radiator shelf.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains, 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm chair and side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (secured), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 down pillows, 2 glass soap dishes, 1 inkwell.

#### Par. 13—Stateroom 212, Outside

**Color Scheme:**—No. 4-A.

**Painter's Finish:**—No. 4 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 1 desk and dressing table combined, 2 wardrobes, 1 single lavatory, 1 arm chair, 1 side chair, 1 table, 2 roller shades, 1 shelf over radiator.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains, 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Deep Mulberry uncut mohair on arm and side chairs, deep Mulberry Imperial denim on sofa, 2 deep Mulberry Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 6 trunk runners, 2 life belt racks, 1 waste basket (secured), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 down pillows, 2 glass soap dishes, 1 inkwell.

#### Par. 14—Stateroom 213, Outside

**Color Scheme:**—No. 8.

**Painter's Finish:**—No. 8 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 2 wardrobes, 1 lavatory, 1 desk and dressing table combined, 1 sofa with leeboards, 1 side chair, 2 roller shades, 1 shelf over radiator, 1 table, 1 arm chair.

**Carpet:**—Dark plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 pr. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Deep plum uncut mohair on side chair, deep plum Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 6 trunk runners, 2 life belt racks, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 down pillows, 2 glass soap dishes, 1 inkwell.

#### Par. 15—Stateroom 214, Outside

**Color Scheme:**—No. 8.

**Painter's Finish:**—No. 8 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 lavatory, 1 desk and dressing table combined, 1 sofa with leeboards, 2 roller shades, 1 radiator shelf, 1 side chair, 1 arm chair, 1 table, 2 wardrobes.

**Carpet:**—Dark plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Deep plum uncut mohair on side chair, deep plum Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 16—Stateroom 215, Outside**

**Color Scheme:**—No. 9.

**Painter's Finish:**—No. 9 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 2 roller shades, 1 side chair, 1 radiator shelf, 1 table.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Blue uncut mohair on side chair, blue Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket (free standing), 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 17—Stateroom 216, Outside**

**Color Scheme:**—No. 9.

**Painter's Finish:**—No. 9 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 2 roller shades, 1 side chair, 1 radiator shelf, 1 table.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Blue uncut mohair on side chair, blue Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 18—Stateroom 217, Inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Dark red uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass tooth brush holder, 1 glass soap dish, 1 inkwell.

**Par. 19—Stateroom 218, Inside**

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. of spreads.

**Upholstery:**—Deep purple uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 20—Stateroom 219, Outside**

**Color Scheme:**—No. 7.

**Painter's Finish:**—No. 7 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 sofa with leeboards, 1 single lavatory, 1 shelf over radiator, 2 roller shades, 1 side chair, 2 wardrobes, 1 table.

**Carpet:**—Dark Green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for port curtains, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Green uncut mohair on arm chair and side chair, dark green Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 21—Stateroom 220, Outside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 sofa with leeboards, 1 single lavatory, 1 shelf over radiator, 2 roller shades, 1 side chair, 2 wardrobes, 1 table.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm and side chairs, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

#### Par. 22—Stateroom 221, Outside

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 sofa with leeboards, 1 single lavatory, 1 arm chair, 1 side chair, 1 table, 1 radiator shelf, 2 roller shades, 2 wardrobes.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains, 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue uncut mohair on arm and side chairs, dark blue Imperial denim on sofa, 2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 2 Ferrostat bottles, 1 electric fan, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

#### Par. 23—Stateroom 222, Outside

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 2 wardrobes, 1 sofa with leeboards, 1 single lavatory, 1 arm chair, 1 side chair, 1 table, 1 radiator shelf, 2 roller shades.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port cur-

tains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on arm and side chairs, dark heliotrope Imperial denim on sofa, 2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

#### Par. 24—Stateroom 223, Outside

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 2 wardrobes, 1 desk and dressing table combined, 1 sofa with leeboards, 1 single lavatory, 1 arm chair, 1 side chair, 1 table, 1 radiator shelf, 2 roller shades.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 pr. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

#### Par. 25—Stateroom 224, Outside

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 2 wardrobes, 1 desk and dressing table combined, 1 single lavatory, 1 sofa with leeboards, 1 arm chair, 1 side chair, 1 table, 1 radiator shelf, 2 roller shades.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains, 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk

runners, 1 secured waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 26—Stateroom 225, Inside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—1 bed, 1 desk and dressing table combined, 1 single lavatory, 1 side chair, 1 radiator shelf, 1 nightstand.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Dark blue green uncut mohair on arm and side chairs.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 27—Stateroom 226, Outside**

**Color Scheme:**—No. 1.

**Painter's Finish:**—No. 1 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 3 wardrobes, 1 double lavatory, 1 sofa with leeboards, 1 desk and dressing table combined, 1 arm chair, 1 side chair, 1 table, 2 roller shades, 1 radiator shelf.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains, 2 valances, 2 prs. tie-backs, for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Deep plum uncut mohair on arm and side chairs, deep plum Imperial denim on sofa, 2 deep plum Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 28—Stateroom 227, Outside**

**Color Scheme:**—No. 1-A.

**Painter's Finish:**—No. 1 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 1 dressing table and desk combined, 1 double lavatory, 2 wardrobes, 1 arm chair, 1 side chair, 1 table, 1 radiator shelf, 2 roller shades.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains, 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 pr. spreads, 2 pr. pillow covers.

**Upholstery:**—Deep mahogany uncut mohair on arm and side chairs, deep mahogany Imperial denim on sofa, 2 deep mahogany Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 29—Stateroom 228, Outside**

**Color Scheme:**—No. 7.

**Painter's Finish:**—No. 7 finish (existing stateroom).

**Furniture:**—2 beds, 1 double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 arm chair, 1 side chair, 1 table, 2 roller shades.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains, 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark green uncut mohair on arm and side chairs, dark green Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 30—Stateroom 229, Outside**

**Color Scheme:**—No. 7.

**Painter's Finish:**—No. 7 finish (existing stateroom).

**Furniture:**—2 beds, 1 double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 arm chair, 1 side chair, 1 table.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark green uncut mohair on arm chair and side

chair, dark green Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 2 roller shades, 1 inkwell.

**Par. 31—Stateroom 230, Inside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—1 bed, 1 upper Pullman berth, 1 nightstand, 1 wardrobe, 1 desk and dressing table, 1 sofa with leeboards, 1 single lavatory, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 32—Stateroom 231, Inside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—1 bed, 1 upper Pullman berth, 1 nightstand, 1 wardrobe, 1 desk and dressing table, 1 sofa with leeboards, 1 single lavatory, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 33—Stateroom 232, Inside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 2 upper Pullman berths, 2 nightstands, 2 wardrobes, 1 double lavatory, desk and dressing table combined, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads.

**Upholstery:**—Dark blue green uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 34—Stateroom 233, Inside**

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—2 beds, 2 upper Pullman berths, 2 nightstands, 2 wardrobes, 1 double lavatory, desk and dressing table combined, 1 side chair, 1 radiator shelf.

**Carpet:**—Deep purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads.

**Upholstery:**—Deep purple uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 35—Stateroom 234, Inside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table, 1 single lavatory, 1 wardrobe, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Greyish tan uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferro-



stat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 36—Stateroom 235, Inside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table, 1 single lavatory, 1 wardrobe, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Dark blue uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 37—Stateroom 236, Inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table, 1 single lavatory, 1 wardrobe, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Dark red uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 38—Stateroom 237, Inside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table, 1 single lavatory, 1 wardrobe, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Dark blue green uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk

runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 39—Stateroom 238, Inside**

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table, 1 single lavatory, 1 wardrobe, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Deep purple uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 glass soap dish, 1 calendar and frame, 1 notice frame, 1 inkwell.

**Par. 40—Stateroom 239, Inside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table, 1 single lavatory, 1 wardrobe, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Greyish tan uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 41—Stateroom 240, Inside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table, 1 single lavatory, 1 wardrobe, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Greyish tan uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk

runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

Par. 42—Stateroom 241, Inside

Color Scheme:—No. 2-B.

Painter's Finish:—No. 2 finish (existing stateroom).

Furniture:—1 bed, 1 nightstand, 1 desk and dressing table, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

Carpet:—Dark blue green Bigelow Lowell Wilton with black regular design.

Draperies:—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

Upholstery:—Dark blue green uncut mohair on side chair.

Accessories:—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

Par. 43—Stateroom 242, Inside

Color Scheme:—No. 2.

Painter's Finish:—No. 2 finish (existing stateroom).

Furniture:—1 bed, 1 nightstand, 1 desk and dressing table, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

Carpet:—Dark blue Bigelow Lowell Wilton with black regular design.

Draperies:—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

Upholstery:—Dark blue uncut silk velvet on side chair.

Accessories:—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

Par. 44—Stateroom 243, Inside

Color Scheme:—No. 5.

Painter's Finish:—No. 5 finish (existing stateroom).

Furniture:—1 bed, 1 nightstand, 1 desk and dressing table, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

Carpet:—Dark red Bigelow Lowell Wilton with black regular design.

Draperies:—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

Upholstery:—Dark red uncut mohair on side chair.

Accessories:—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

Par. 45—Stateroom 244, Inside

Color Scheme:—No. 5-A.

Painter's Finish:—No. 5 finish (existing stateroom).

Furniture:—1 bed, 1 nightstand, 1 desk and dressing table, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

Carpet:—Deep purple Bigelow Lowell Wilton with black regular design.

Draperies:—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

Upholstery:—Deep purple uncut mohair on side chair.

Accessories:—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

Par. 46—Stateroom 245, Inside

Color Scheme:—No. 2-B.

Painter's Finish:—No. 2 finish (existing stateroom).

Furniture:—1 bed, 1 nightstand, 1 desk and dressing table, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

Carpet:—Dark blue green Bigelow Lowell Wilton with black regular design.

Draperies:—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

Upholstery:—Dark blue green uncut mohair on side chair.

Accessories:—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

Par. 47—Stateroom 246, Inside

Color Scheme:—No. 2.

Painter's Finish:—No. 2 finish (existing stateroom).

Furniture:—2 beds, 1 nightstand, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 2 side chairs, 1 radiator shelf, 1 bedshelf.

Carpet:—Dark blue Bigelow Lowell Wilton with black regular design.

Draperies:—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads.

**Upholstery:**—Blue uncut mohair on arm and side chairs.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 48—Stateroom 247, Inside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 1 nightstand, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 2 side chairs, 1 radiator shelf, 1 bedshelf.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads.

**Upholstery:**—Dark heliotrope uncut mohair on arm and side chairs.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 49—Stateroom 248, Inside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 sofa with leeboards, 1 double lavatory, 2 wardrobes, 1 side chair, 1 arm chair, 1 radiator shelf, 1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads.

**Upholstery:**—Dark purple uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 50—Stateroom 249, Inside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 sofa with leeboards, 1 double lavatory, 2 wardrobes, 1 side chair, 1 arm chair, 1 radiator shelf, 1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 51—Stateroom 250, Inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 sofa with leeboards, 1 double lavatory, 2 wardrobes, 1 side chair, 1 arm chair, 1 radiator shelf, 1 table.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark red uncut mohair on side chair, grey Imperial denim on sofa, 2 dark grey Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 52—Stateroom 251, Inside**

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 sofa with leeboards, 1 double lavatory, 2 wardrobes, 1 side chair, 1 arm chair, 1 radiator shelf, 1 table.

**Carpet:**—Deep purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Deep purple uncut mohair on side chair, old gold Imperial denim on sofa, 2 old gold Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2

Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 53—Stateroom 252, Inside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish (existing stateroom)

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 sofa with leeboards, 1 double lavatory, 2 wardrobes, 1 side chair, 1 arm chair, 1 radiator shelf, 1 table.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue uncut mohair on side chair, dark blue Imperial denim on sofa, 2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 54—Stateroom 253, Inside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 sofa with leeboards, 1 double lavatory, 2 wardrobes, 1 side chair, 1 arm chair, 1 radiator shelf, 1 table.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on side chair, dark heliotrope Imperial denim on sofa, 2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 inkwell, 1 notice frame, 2 glass soap dishes.

**Par. 55—Stateroom 254, Inside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 1 double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 side chair, 1 arm chair, 1 radiator shelf, 1 table.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 56—Stateroom 255, Inside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 sofa with leeboards, 1 double lavatory, 2 wardrobes, 1 side chair, 1 table, 1 arm chair, 1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 57—Stateroom 256, Outside**

**Color Scheme:**—No. 9.

**Painter's Finish:**—No. 9 finish (existing stateroom).

**Furniture:**—2 beds, 1 double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 arm chair, 1 side chair, 1 table, 2 roller shades.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Blue uncut mohair on arm and side chairs, blue Imperial denim on sofa, 2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 58—Stateroom 257, Outside**

**Color Scheme:**—No. 9.

**Painter's Finish:**—No. 9 finish (existing stateroom).

**Furniture:**—2 beds, 1 double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 arm chair, 1 side chair, 1 table, 2 roller shades.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and two valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Blue uncut mohair on arm and side chairs, blue Imperial denim on sofa, 2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 59—Stateroom 258, Inside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—1 bed, 1 single folding lavatory, 1 wardrobe, 1 side chair, 1 desk and dressing table combined, 1 radiator shelf, 1 nightstand.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads, 2 prs. pillow covers.

**Upholstery:**—Blue Imperial denim on sofa, 2 dark blue Cartridge silk slip covers for sofa, dark blue uncut mohair for chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 2 down pillows, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 60—Stateroom 259, Inside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—1 bed, 1 single folding lavatory, 1 wardrobe, side chair, 1 nightstand, 1 radiator shelf, 1 desk and dressing table combined.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with a black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark heliotrope Imperial denim on sofa, 2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 2 down pillows, 1 glass soap dish, 1 inkwell.

**Par. 61—Stateroom 260, Outside**

**Color Scheme:**—No. 6.

**Painter's Finish:**—No. 6 finish (existing stateroom).

**Furniture:**—1 sofa with leeboards, 1 desk, 1 built-in set of book shelves, 1 wardrobe, 1 fireplace, 1 wardrobe containing folding lavatory, 1 all-over upholstered chair, 1 arm chair, 1 side chair, 1 oval table, 2 roller shades.

**Carpet:**—Deep Mulberry Bigelow Lowell Wilton with black regular design.

**Draperies:**—Block printed Cartridge silk as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. pillow covers, 1 table cover of plain Mulberry Cartridge silk.

**Upholstery:**—Mulberry uncut mohair on sofa, arm chair and side chair, block printed Cartridge silk like curtains on all-over upholstered chair.

**Accessories:**—1 telephone, 1 electric fan, 1 calendar and frame, 1 notice frame, 2 pictures, 1 free standing waste basket, 2 down pillows, 1 inkwell.

**Par. 62—Stateroom 261, Outside**

**Color Scheme:**—No. 6.

**Painter's Finish:**—No. 6 finish (existing stateroom).

**Furniture:**—1 sofa with leeboards, 1 desk, 4 wardrobes, 1 wardrobe containing folding lavatory, 1 fireplace, 1 all-over upholstered chair, 1 arm chair, 1 side chair, 1 oval table, 2 roller shades.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Block printed Cartridge silk as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain,



1 pr. radiator curtains, 2 prs. pillow covers, 1 table cover of plain blue green Cartridge silk.

**Upholstery:**—Dark blue green uncut mohair on sofa, arm chair and side chair, block printed Cartridge silk like curtains on all-over upholstered chair.

**Accessories:**—1 telephone, 1 electric fan, 1 calendar and frame, 1 notice frame, 2 pictures, 1 free standing waste basket, 2 down pillows, 1 inkwell.

**Par. 63—Stateroom 262, Outside**

**Color Scheme:**—No. 4.

**Painter's Finish:**—No. 4 finish (existing stateroom).

**Furniture:**—2 beds, 1 dressing table, 1 single lavatory, 1 wardrobe, 1 arm chair, 2 side chairs, 1 table, 1 shelf over radiator, 2 roller shades, 2 built-in set of drawers with cupboards above having glass doors, 1 fireplace.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm chair and 2 side chairs, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 64—Stateroom 263, Outside**

**Color Scheme:**—No. 4-A.

**Painter's Finish:**—No. 4 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 dressing table, 1 single lavatory, 3 wardrobes, 1 arm chair, 2 side chairs, 1 table, 1 radiator shade, 2 roller shades.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Mulberry uncut mohair on arm chair and side chair, dark Mulberry Imperial denim on sofa, 2 dark Mulberry Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk

runners, 1 secured waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 65—Stateroom 264, Outside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 1 dressing table, 1 wardrobe, 1 single lavatory, 1 arm chair, 2 side chairs, 1 table, 2 roller shades, 1 fireplace, 2 cupboard wardrobes.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm chair and side chair, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 66—Stateroom 265, Outside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 dressing table, 2 wardrobes, 1 single lavatory, 1 built-in set of shelves, 2 side chairs, 1 table, 2 roller shades.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 67—Stateroom 266, Outside**

**Color Scheme:**—No. 6.

**Painter's Finish:**—No. 6 finish (existing stateroom). See also Group 1, Sect. 3, par. 9.

**Furniture:**—1 desk, 1 sofa with leeboards, 1 wardrobe, 1 folding lavatory in wardrobe, 1 all-over upholstered chair, 1 arm chair, 1 side chair, 1 oval table, 2 roller shades, 1 fireplace.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk, block, as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. pillow covers, 1 table cover of plain plum Cartridge silk.

**Upholstery:**—Deep plum uncut mohair on sofa, arm chair and side chair, block printed Cartridge silk like curtains on all-over upholstered chair.

**Accessories:**—1 telephone, 1 electric fan, 1 calendar and frame, 1 notice frame, 2 pictures, 1 free standing waste basket, 2 down pillows, 1 inkwell.

#### Par. 68—Stateroom 267, Outside

**Color Scheme:**—No. 12.

**Painter's Finish:**—No. 12 finish (existing stateroom).

**Furniture:**—1 desk, 1 sofa with leeboards, 1 set of built-in shelves, 2 wardrobes, 1 closet, 1 folding lavatory in wardrobe, 1 fireplace, 1 all-over upholstered chair, 1 arm chair, 1 side chair, 1 oval table, 2 roller shades.

**Carpet:**—Dark plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Heavy plum Gros Grain silk as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. pillow covers, 1 table cover, wall panels of hand block printed linen from Lenygon & Morant (selected and sample purchased).

**Upholstery:**—Dark plum uncut mohair on sofa, arm chair and side chair, all-over upholstered chair covered in blocked material similar to wall panels.

**Accessories:**—1 telephone, 1 electric fan, 1 calendar and frame, 1 notice frame, 2 pictures, 1 free standing waste basket, 2 down pillows, 1 inkwell.

#### Par. 69—Stateroom 268, Inside

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table, 1 double lavatory, 2 wardrobes, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads.

**Upholstery:**—Dark red uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

#### Par. 70—Stateroom 269, Inside

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table, 1 double lavatory, 2 wardrobes, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads.

**Upholstery:**—Dark purple uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

#### Par. 71—Stateroom 270, Outside

**Color Scheme:**—No. 8.

**Painter's Finish:**—No. 8 finish (existing stateroom).

**Furniture:**—2 beds, 1 6' double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 side chair, 2 roller shades, 2 sets of built-in shelves, 1 table.

**Carpet:**—Dark plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Deep plum uncut mohair on arm chair and side chair, deep plum Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 down pillows, 2 glass soap dishes, 1 inkwell.

**Par. 72—Stateroom 271, Outside**

**Color Scheme:**—No. 8.

**Painter's Finish:**—No. 8 finish (existing stateroom).

**Furniture:**—2 beds, 1 6' double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 side chair, 2 roller shades, 1 built-in shelf, 1 table.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Deep plum uncut mohair on arm and side chairs, deep plum Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrost bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 73—Stateroom 272, Outside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 3 wardrobes, 1 desk and dressing table combined, 1 double lavatory, 1 arm chair, 1 side chair, 1 table, 2 roller shades, 1 fire place.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 2 Ferrost bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 74—Stateroom 273, Outside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 3 wardrobes, 1 desk and dressing table combined, 1 double lavatory, 1 arm chair, 1 side chair, 2 roller shades, 1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 2 Ferrost bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 75—Stateroom 274, Outside**

**Color Scheme:**—No. 13.

**Painter's Finish:**—No. 13 finish (existing stateroom).

**Furniture:**—1 sofa with leeboards, 1 desk, 1 wardrobe, 1 closet, 1 enclosed folding lavatory, 1 all-over upholstered chair, 1 arm chair, 1 side chair, 1 table, 2 roller shades, 1 fireplace.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk, block printed, as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. pillow covers.

**Upholstery:**—Block printed Cartridge silk like curtains on all-over upholstered chair, light brown uncut mohair on sofa, arm chair and side chair.

**Accessories:**—1 telephone, 1 electric fan, 1 calendar and frame, 1 notice frame, 1 free standing waste basket, 2 pictures, 2 down pillows, 1 inkwell.

**Par. 76—Stateroom 275, Outside**

**Color Scheme:**—No. 6.

**Painter's Finish:**—No. 6 finish (existing stateroom).

**Furniture:**—1 sofa with leeboards, 1 desk, 1 wardrobe, 1 closet, 1 enclosed folding lavatory, 1 all-over upholstered chair, 1 arm chair, 1 side chair, 1 table, 2 roller shades.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk, block printed, as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. pillow covers.

**Upholstery:**—Block printed Cartridge silk like curtains on all-over upholstered chair, dark blue green uncut mohair on sofa, arm chair and side chair.

**Accessories:**—1 telephone, 1 electric fan, 1 calendar and frame, 1 notice frame, 1 free standing waste basket, 2 pictures, 2 down pillows, 1 inkwell.

**Par. 77—Stateroom 276, Outside****Color Scheme:**—No. 4-A.**Painter's Finish:**—No. 4 finish (existing stateroom).**Furniture:**—2 beds, 1 6' double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 side chair, 2 roller shades, 1 table.**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.**Upholstery:**—Deep Mulberry uncut mohair on arm chair and side chair, deep Mulberry Imperial denim on sofa, 2 deep Mulberry Cartridge silk slip covers for sofa.**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrost bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 2 down pillows, 1 inkwell.**Par. 78—Stateroom 277, Outside****Color Scheme:**—No. 4.**Painter's Finish:**—No. 4 finish (existing stateroom).**Furniture:**—2 beds, 1 6' double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 side chair, 2 roller shades, 1 table.**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.**Upholstery:**—Dark blue green uncut mohair on side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrost bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 down pillows, 2 glass soap dishes, 1 inkwell.**Par. 79—Stateroom 278, Inside****Color Scheme:**—No. 2.**Painter's Finish:**—No. 2 finish (existing stateroom).**Furniture:**—2 beds, 1 sofa with leeboards, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 arm chair, 1 side chair, 1 oval table, 1 shelf over radiator.**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.**Upholstery:**—Dark blue uncut mohair on arm chair and side chair, dark blue Imperial denim on sofa, 2 dark blue Cartridge silk slip covers for sofa.**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrost bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.**Par. 80—Stateroom 279, Inside****Color Scheme:**—No. 2-A.**Painter's Finish:**—No. 2 finish (existing stateroom).**Furniture:**—2 beds, 1 sofa with leeboards, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 arm chair, 1 side chair, 1 oval table, 1 shelf over radiator.**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.**Upholstery:**—Dark heliotrope uncut mohair on arm chair and side chair, dark heliotrope Imperial denim on sofa, 2 dark heliotrope Cartridge silk slip covers for sofa.**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrost bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.**Par. 81—Stateroom 280, Outside****Color Scheme:**—No. 8.**Painter's Finish:**—No. 8 finish (existing stateroom).**Furniture:**—2 beds, 1 sofa with leeboards, 1 desk and dressing table combined, 1 double lavatory, 1 arm chair, 1 side chair, 1 table, 2 wardrobes, 2 roller shades.**Carpet:**—Dark plum Bigelow Lowell Wilton with black regular design.**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.**Upholstery:**—Deep plum uncut mohair on arm chair and side chair, deep plum Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 82—Stateroom 281, Outside**

**Color Scheme:**—No. 8.

**Painter's Finish:**—No. 8 finish (existing stateroom).

**Furniture:**—2 beds, 1 sofa with leeboards, 1 desk and dressing table combined, 1 double lavatory, 1 arm chair, 1 side chair, 2 wardrobes, 2 roller shades, 1 table.

**Carpet:**—Dark plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Deep plum uncut mohair on arm chair and side chair, deep plum Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 83—Stateroom 300, Inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—2 beds, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 side chair, 1 radiator shelf, 1 sofa with leeboards, 1 table.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads.

**Upholstery:**—Dark red uncut mohair on arm chair and side chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 84—Stateroom 301, Inside**

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table, 1

single lavatory, 1 wardrobe, 1 side chair, 1 shelf over radiator, 1 sofa with leeboards, 1 table.

**Carpet:**—Dark purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads.

**Upholstery:**—Dark purple uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame and 1 glass soap dish, 1 inkwell.

**Par. 85—Stateroom 302, Inside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 arm chair, 1 side chair, 1 shelf over radiator, 1 sofa with leeboards, 1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain 1 pr. radiator curtains, 2 prs. spreads.

**Upholstery:**—Greyish tan uncut mohair on arm chair and side chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes.

**Par. 86—Stateroom 304, Inside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 arm chair, 1 side chair, 1 shelf over radiator, 1 sofa with leeboards, 1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads.

**Upholstery:**—Greyish tan uncut mohair on arm chair and side chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes.



**Par 87—Stateroom 306, Outside.**

**Color Scheme:**—No. 9.

**Painter's Finish:**—No. 9 finish (existing stateroom).

**Furniture:**—2 beds, 1 sofa with leeboards, 1 desk and dressing table combined, 1 single lavatory, 2 wardrobes, 2 side chairs, 1 table.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue uncut mohair on arm chair and side chair, dark blue Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 88—Stateroom 307, outside**

**Color Scheme:**—No. 9.

**Painter's Finish:**—No. 9 finish (existing stateroom).

**Furniture:**—2 beds, 1 sofa with leeboards, 1 desk and dressing table combined, 1 single lavatory, 2 wardrobes, 2 side chairs, 1 shelf over radiator, 1 table.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue uncut mohair on arm chair and side chair, dark blue Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 89—Stateroom 308, outside**

**Color Scheme:**—No. 1

**Painter's Finish:**—No. 1 finish (existing stateroom).

**Furniture:**—2 beds, 1 6' double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 side chair, 1 table, 1 arm chair, 2 built-in shelves.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Deep plum uncut Mohair on side chair, deep plum Imperial denim on sofa, 2 deep plum Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 90—Stateroom 309, outside**

**Color Scheme:**—No. 1-A

**Painter's Finish:**—No. 1 finish (existing stateroom)

**Furniture:**—2 beds, 1 6' double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 side chair, 1 table, 1 arm chair.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Deep mahogany uncut mohair on side chair, deep mahogany Imperial denim on sofa, 2 deep mahogany Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 91—Stateroom 310, inside**

**Color Scheme:**—No. 2

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 1 6' double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 2 side chairs, 1 shelf over radiator, 1 table.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue uncut mohair on arm and side chairs,

dark blue Imperial denim on sofa, 2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 92—Stateroom 311, inside**

**Color Scheme:**—No. 2-A

**Painters Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 1 6' double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 2 side chairs, 1 shelf over radiator, 1 table.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on arm chair and side chair, dark heliotrope Imperial denim on sofa, 2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 93—Stateroom 312, Inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 sofa with leeboards, 1 desk and dressing table, 1 single lavatory, 2 wardrobes, 1 side chair, 1 radiator shelf, 1 table.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark red uncut mohair on side chair, dark grey Imperial denim on sofa, 2 dark grey Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 94—Stateroom 313, Inside**

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 sofa with leeboards, 1 desk and dressing table, 1 single lavatory, 2 wardrobes, 1 side chair, 1 radiator shelf, 1 table.

**Carpet:**—Dark purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads—2 prs. pillow covers.

**Upholstery:**—Deep purple uncut mohair on side chair, old gold Imperial denim on sofa, 2 old gold Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 95—Stateroom 314, Inside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 1 6' double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 side chair, 1 shelf over radiator, 1 table.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 book rack, 1 robe rack, 2 life belt racks, 6 trunk runners, 1 waste basket free standing, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 glass soap dishes, 1 calendar and frame, 1 notice frame, 1 inkwell.

**Par. 96—Stateroom 315, Inside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 1 6' double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 side chair, 1 shelf over radiator, 1 table.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on side chair, dark

heliotrope Imperial denim on sofa, 2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket free standing, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 97—Stateroom 316, Outside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 double lavatory, 1 sofa with leeboards, 1 desk and dressing table combined, 2 wardrobes, 1 side chair, shelf over radiator, 1 table.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue uncut mohair on arm chair and side chair, dark blue Imperial denim on sofa, 2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket free standing, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 98—Stateroom 317, Outside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 double lavatory, 1 sofa with leeboards, 1 desk and dressing table combined, 2 wardrobes, 1 side chair, 1 radiator shelf, 1 table.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on arm chair and side chair, dark heliotrope Imperial denim on sofa, 2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket free standing, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 99—Stateroom 318, Outside**

**Color Scheme:**—No. 8.

**Painter's Finish:**—No. 8 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 double lavatory, 1 desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 arm chair, 1 side chair, 1 table.

**Carpet:**—Dark plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark plum uncut mohair on arm chair and side chair, dark plum Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket free standing, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 100—Stateroom 319, Outside**

**Color Scheme:**—No. 8.

**Painter's Finish:**—No. 8 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 double lavatory, 1 desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 arm chair, 1 side chair, 1 table.

**Carpet:**—Dark plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark plum uncut mohair on arm chair and side chair, dark plum Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 waste basket free standing, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 101—Stateroom 320, Outside**

**Color Scheme:**—No. 4-A.

**Painter's Finish:**—No. 4 finish (existing stateroom).

**Furniture:**—2 beds, 1 nightstand, 1 double lavatory, 1 desk and

dressing table combined, 2 wardrobes, 1 sofa with leeboards, 1 shelf over radiator, 1 arm chair, 1 side chair, 1 bed shelf, 1 table.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Deep Mulberry uncut mohair on side chair and arm chair, deep Mulberry Imperial denim on sofa, 2 deep Mulberry Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 102—Stateroom 321, Outside**

**Color Scheme:**—No. 4.

**Painter's Finish:**—No. 4 finish (existing stateroom).

**Furniture:**—2 beds, 1 nightstand, 1 double lavatory, 1 desk and dressing table combined, 2 wardrobes, 1 sofa with leeboards, 1 shelf over radiator, 1 arm chair, 1 side chair, 1 bed shelf, 1 table.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm chair and side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 103—Stateroom 322, Inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—1 bed, 1 sofa, 1 folding lavatory, 2 wardrobes.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads, 2 prs. pillow covers.

**Upholstery:**—Grey Imperial denim on sofa, 2 dark grey Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 2 down pillows, 1 notice frame.

**Par. 104—Stateroom 323, Inside**

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—1 bed, 1 sofa, 1 folding lavatory, 2 wardrobes.

**Carpet:**—Dark purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads, 2 prs. pillow covers.

**Upholstery:**—Old gold Imperial denim on sofa, 2 old gold Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 2 down pillows, 1 notice frame.

**Par. 105—Stateroom 324, inside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table, 1 double lavatory, 2 wardrobes, 1 sofa with leeboards, 1 arm chair, 1 side chair, 1 built-in set of shelves, 1 radiator shelf, 1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm chair and side chair, dark tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 106—Stateroom 325, Inside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table, 1 double lavatory, 2 wardrobes, 1 sofa with leeboards, 1 arm chair, 1 side chair, 1 built-in set of shelves, 1 radiator shelf, 1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm chair and side chair, dark tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 107—Stateroom 326, Outside**

**Color Scheme:**—No. 9.

**Painter's Finish:**—No. 9 finish (existing stateroom).

**Furniture:**—2 beds, 1 6' double lavatory, desk and dressing table combined, 2 wardrobes, 1 arm chair, 1 side chair, 1 table.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads.

**Upholstery:**—Blue uncut mohair on arm chair and side chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 2 roller shades, 1 inkwell.

**Par. 108—Stateroom 327, Outside**

**Color Scheme:**—No. 9.

**Painter's Finish:**—No. 9 finish (existing stateroom).

**Furniture:**—2 beds, 1 6' double lavatory, desk and dressing table combined, 2 wardrobes, 1 arm chair, 1 side chair, 1 table.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads.

**Upholstery:**—Blue uncut mohair on arm chair and side chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 2 roller shades, 1 inkwell.

**Par. 109—Stateroom 328, Outside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 1 6' double lavatory, desk and dressing table combined, 2 wardrobes, 1 arm chair, 1 side chair, 1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads.

**Upholstery:**—Greyish tan uncut mohair on arm chair and side chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 2 roller shades, 1 inkwell.

**Par. 110—Stateroom 329, Outside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 1 6' double lavatory, desk and dressing table combined, 2 wardrobes, 1 arm chair, 1 side chair, 1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain 1 pr. radiator curtains, 2 prs. spreads.

**Upholstery:**—Greyish tan uncut mohair on arm chair and side chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 2 roller shades, 1 inkwell.

**Par. 111—Stateroom 330, Inside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table, 1 double lavatory, 1 sofa with leeboards, 1 side chair, 1 radiator shelf, 1 table.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port cur-



tains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on side chair, dark heliotrope Imperial denim on sofa, 2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 112—Stateroom 331, Inside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table, 1 double lavatory, 1 sofa with leeboards, 1 side chair, 1 radiator shelf, 1 table.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tiebacks for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 113—Stateroom 332, Inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 2 wardrobes, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Dark red uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostal bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 114—Stateroom 333, Inside**

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 2 wardrobes, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Dark purple uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostal bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 115—Stateroom 334, Outside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 3 wardrobes, 1 double lavatory, 1 desk and dressing table, 1 sofa with leeboards, 1 arm chair, 1 side chair, 1 shelf over radiator, 1 table.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains and 1 valance, 1 pr. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm chair and side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 1 roller shade, 2 glass soap dishes, 1 inkwell.

**Par. 116—Stateroom 335, Outside**

**Color Scheme:**—No. 8.

**Painter's Finish:**—No. 8 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 3 wardrobes, 1 double lavatory, 1 desk and dressing table, 1 sofa with leeboards, 1 arm chair, 1 side chair, 1 shelf over radiator, 1 table.

**Carpet:**—Dark plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port cur-

tains and 1 valance, 1 pr. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 pr. pillow covers.

**Upholstery:**—Deep plum uncut mohair on arm chair and side chair, deep plum Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 1 roller shade, 2 glass soap dishes, 1 inkwell.

**Par. 117—Stateroom 336, Outside**

**Color Scheme:**—No. 6.

**Painter's Finish:**—No. 6 finish (existing stateroom).

**Furniture:**—1 sofa, 1 special desk, 1 built-in set of drawers, 2 wardrobes, 1 wardrobe with fold-up lavatory, 1 fireplace, 1 all-over upholstered chair, 1 arm chair, 1 side chair, 1 oval table.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. pillow covers, 1 table cover.

**Upholstery:**—Deep plum uncut mohair on sofa, arm chair and side chair, block printed Cartridge silk like curtains on all-over upholstered chair.

**Accessories:**—1 free standing waste basket, 1 telephone, 1 electric fan, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 roller shades, 1 inkwell.

**Par. 118—Stateroom 337, Outside**

**Color Scheme:**—No. 6.

**Painter's Finish:**—No. 6 finish (existing stateroom).

**Furniture:**—1 sofa, 1 special desk, 1 built-in set of drawers, 2 wardrobes, 1 fireplace, 1 all-over upholstered chair, 1 arm chair, 1 side chair, 1 special table, 1 wardrobe with fold up lavatory, 1 table.

**Carpet:**—Blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. pillow covers, 1 table cover.

**Upholstery:**—Blue green uncut mohair on sofa, arm chair and side chair, block printed Cartridge silk like curtains on all-over upholstered chair.

**Accessories:**—1 free standing waste basket, 1 telephone, 1 electric

fan, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 roller shades, 1 inkwell.

**Par. 119—Stateroom 338, Outside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 single lavatory, 2 wardrobes, 1 sofa with leeboards, 1 special dressing table, 1 fireplace, 1 side chair, 1 arm chair, 1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair, dark tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes.

**Par. 120—Stateroom 339, Outside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 double lavatory, 2 wardrobes, 1 sofa with leeboards, dressing table, 1 fireplace, 1 arm chair, 1 side chair, 1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm chair and side chair, dark tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes.

**Par. 121—Stateroom 340, Inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—2 beds, 1 6' double lavatory, desk and dressing table

combined, 1 sofa with leeboard, 2 wardrobes, 1 side chair, 1 radiator shelf.

**Carpets:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark red uncut mohair on side chair, grey Imperial denim on sofa, 2 dark grey Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

#### Par. 122—Stateroom 341, Inside

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish (existing stateroom).

**Furniture:**—2 beds, 1 6' double lavatory, desk and dressing table combined, 1 sofa with leeboard, 2 wardrobes, 1 side chair, 1 radiator shelf, 1 table.

**Carpet:**—Dark purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark purple uncut mohair on side chair, grey Imperial denim on sofa, 2 dark grey Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

#### Par. 123—Stateroom 342, Inside

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table, 1 double lavatory, 1 sofa with leeboards, 2 wardrobes, 2 side chairs, 1 oval table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm chair and side chair, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk

runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

#### Par. 124—Stateroom 343, Inside

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table, 1 double lavatory, 1 sofa with leeboards, 2 wardrobes, 2 side chairs, 1 oval table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm chair and side chair, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

#### Par. 125—Stateroom 344, Inside

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—1 bed, 1 pullman berth, 1 nightstand, 1 single lavatory, 1 wardrobe, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Dark blue uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 lifebelt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, drinking glass, 2 pictures, 1 notice frame, 1 glass soap dish.

#### Par. 126—Stateroom 345, Inside

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—1 bed, 1 pullman berth, 1 nightstand, 1 single lavatory, 1 wardrobe, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Dark blue green uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 lifebelt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 notice frame, 1 glass soap dish.

**Par. 127—Stateroom 346, Inside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—1 bed, 1 pullman berth, 1 nightstand, 1 single lavatory, 1 wardrobe, 1 side chair, 1 shelf over radiator.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Dark heliotrope uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 notice frame, 1 glass soap dish.

**Par. 128—Stateroom 347, Outside**

**Color Scheme:**—No. 4.

**Painter's Finish:**—No. 4 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 double lavatory, 1 sofa with leeboards, 2 wardrobes, 2 side chairs, 1 table, 2 built-in shelves.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 roller shades, 2 glass soap dishes, 1 inkwell.

**Par. 129—Stateroom 348, Outside**

**Color Scheme:**—No. 4-A.

**Painter's Finish:**—No. 4 finish (existing stateroom).

**Furniture:**—2 beds, 1 6' double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 2 side chairs, 1 table.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular

design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Deep Mulberry uncut mohair on side chair, deep Mulberry Imperial denim on sofa—2 deep Mulberry Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows 1 calendar and frame, 1 notice frame, 2 roller shades, 2 glass soap dishes, 1 inkwell.

**Par. 130—Stateroom 349, Inside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Greyish tan uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 lifebelt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 131—Stateroom 350, Inside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Greyish tan uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 132—Stateroom 351, Outside**

**Color Scheme:**—No. 9.

**Painter's Finish:**—No. 9 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 sofa with leeboards, 1 single lavatory, 2 wardrobes, 1 all-over upholstered chair, 1 arm chair, 1 side chair, 1 table, 2 built-in sets of shelves.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Block printed Cartridge silk like curtains on all-over upholstered chair, blue uncut mohair on arm chair and side chair, blue Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

#### Par. 133—Stateroom 352, Outside

**Color Scheme:**—No. 9.

**Painter's Finish:**—No. 9 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 sofa with leeboards, 1 single lavatory, 2 wardrobes, 1 all-over upholstered chair, 1 arm chair, 1 side chair, 1 table, 2 built-in sets of shelves.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Blue uncut mohair on arm chair and side chair, blue Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa, block printed Cartridge silk on all-over upholstered chair.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

#### Par. 134—Stateroom 353, Outside

**Color Scheme:**—No. 9.

**Painter's Finish:**—No. 9 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, side chair, 1 table, 1 set of shelves, 1 sofa with leeboards.

**Carpet:**—Dark Mulberry Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains and 1 valance, 1 pr. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Dark Mulberry uncut mohair on armchair and side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 lifebelt rack, 3 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 roller shade, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

#### Par. 135—Stateroom 354, Outside

**Color Scheme:**—No. 9.

**Painter's Finish:**—No. 9 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 table, 1 sofa with leeboards, 1 built-in set of shelves.

**Carpet:**—Deep Mulberry Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains and 1 valance, 1 pr. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Deep Mulberry uncut mohair on arm chair and side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 roller shade, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

#### Par. 136—Stateroom 355, Outside

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 built-in set of shelves, 1 table.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains and 1 valance, 1 pr. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.



**Upholstery:**—Dark blue uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 1 Ferrost bottle, 1 drinking glass, 2 pictures, 1 roller shade, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 137—Stateroom 356, Outside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 built-in set of shelves, 1 table.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains and 1 valance, 1 pr. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Dark heliotrope uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 1 Ferrost bottle, 1 drinking glass, 2 pictures, 1 roller shade, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 138—Stateroom 357, Outside**

**Color Scheme:**—No. 1.

**Painter's Finish:**—No. 1 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 sofa with leeboards, 1 table.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains and 1 valance, 1 pr. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Deep plum uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrost bottle, 1 drinking glass, 2 pictures, 1 roller shade, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 139—Stateroom 358, Outside**

**Color Scheme:**—No. 1-A.

**Painter's Finish:**—No. 1 finish (existing stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table com-

bined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 sofa with leeboards, 1 table.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains and 1 valance, 1 pr. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Deep mahogany uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrost bottle, 1 drinking glass, 2 pictures, 1 roller shade, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 140—Stateroom 359, Outside**

**Color Scheme:**—No. 7.

**Painter's Finish:**—No. 7 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 arm chair, 1 side chair, 1 table, 1 built-in set of shelves.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Green uncut mohair on arm chair and side chair, dark green Imperial denim on sofa, 2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrost bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 141—Stateroom 360, Outside**

**Color Scheme:**—No. 7.

**Painter's Finish:**—No. 7 finish (existing stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, side chair, 1 table, 1 built-in set of shelves.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Green uncut mohair on arm chair and side chair, dark green Imperial denim on sofa, 2 block printed cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

## SECTION 6

### 1st CLASS STATEROOMS ON "E" DECK

**Par. 1—Stateroom 400, inside**

**Color Scheme:** No. 2-A.

**Painter's Finish:** No. 2 finish (new stateroom).

**Furniture:** 2 beds, 2 nightstands, 1 desk and dressing table combined, 1 sofa with leeboards, 1 double lavatory, 2 wardrobes, 1 arm chair, 1 side chair, 1 oval table, 1 radiator shelf.

**Carpet:** Dark heliotrop Bigelow Lowell Wilton with black regular design.

**Draperies:** Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:** Dark heliotrope uncut mohair on arm chair and side chair, dark heliotrope Imperial denim on sofa, 2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:** 1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 2—Stateroom 401, inside**

**Color Scheme:** No. 2-B

**Painter's Finish:** No. 2 finish (new stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 sofa with leeboards, 1 double lavatory, 2 wardrobes, 1 arm chair, 1 side chair, 1 table, 1 radiator shelf.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm chair and side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 freestanding waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 3—Stateroom 402, inside**

**Color Scheme:**—No. 5

**Painter's Finish:**—No. 5 finish (new stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 arm chair, 1 side chair, 1 oval table, 1 radiator shelf.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark red uncut mohair on arm chair and side chair, dark grey Imperial denim on sofa, 2 dark grey Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 freestanding waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 4—Stateroom 403, inside**

**Color Scheme:**—No. 5-A

**Painter's Finish:**—No. 5 finish (new stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 arm chair, 1 side chair, oval table, 1 radiator shelf.

**Carpet:**—Dark purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark purple uncut mohair on arm chair and side chair, old gold Imperial denim on sofa, 2 old gold Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 freestanding waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 5—Stateroom 404, inside**

**Color Scheme:**—No. 2

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 shelf over radiator.  
**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Dark blue uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 1 Ferrost bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

#### Par. 6—Stateroom 405, inside

**Color Scheme:**—No. 2-A

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 1 desk and dressing table combined, 1 double lavatory, 1 arm chair, 1 side chair, 1 table, 1 radiator shelf, 2 wardrobes.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on arm chair and side chair, dark heliotrope Imperial denim on sofa, 2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 freestanding waste basket, 1 telephone, 1 electric fan, 2 Ferrost bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

#### Par. 7—Stateroom 406, inside

**Color Scheme:**—No. 2-B

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 sofa with leeboards, 1 desk and dressing table, 1 double lavatory, 2 wardrobes, 1 arm chair, 1 side chair, 1 shelf over radiator, 1 table.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm chair and side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 freestanding waste basket, 1 telephone, 1 electric fan, 2 Ferrost bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

#### Par. 8—Stateroom 407, inside

**Color Scheme:**—No. 3

**Painter's Finish:**—No. 3 finish (new stateroom).

**Furniture:**—2 beds, 1 sofa with leeboards, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 arm chair, 1 side chair, 1 oval table, 1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm chair and side chair, dark tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 freestanding waste basket, 1 telephone, 1 electric fan, 2 Ferrost bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

#### Par. 9—Stateroom 408, inside

**Color Scheme:**—No. 3-A

**Painter's Finish:**—No. 3 finish (new stateroom).

**Furniture:**—2 beds, 1 sofa with leeboards, 1 double lavatory, desk and dressing table combined, 2 wardrobes, 1 arm chair, 1 side chair, 1 oval table, 1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm chair and side chair, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 freestanding waste basket, 1 telephone, 1 electric fan, 2 Ferrost bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

#### Par. 10—Stateroom 409, inside

**Color Scheme:**—No. 5

**Painter's Finish:**—No. 5 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table, 1 single lavatory, 1 wardrobe, 1 side chair, 1 shelf over radiator.  
**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.  
**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.  
**Upholstery:**—Dark red uncut mohair on side chair.  
**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 11—Stateroom 410, inside**

**Color Scheme:**—No. 5-A

**Painter's Finish:**—No. 5 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 shelf over radiator.  
**Carpet:**—Dark purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.  
**Upholstery:**—Dark purple uncut mohair on side chair.  
**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 12—Stateroom 411, outside**

**Color Scheme:**—No. 2

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair.  
**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads, 1 pr. port curtains and 1 valance, 1 pr. tie-backs for same.  
**Upholstery:**—Dark blue uncut mohair on side chair.  
**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 roller shade, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 13—Stateroom 412, outside**

**Color Scheme:**—No. 2-A

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair.  
**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.  
**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains and 1 valance, 1 pr. tie-backs for same, 1 door curtain, 1 pr. spreads.  
**Upholstery:**—Dark Heliotrope uncut mohair on side chair.  
**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 roller shade, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 14—Stateroom 413, outside**

**Color Scheme:**—No. 4-A

**Painter's Finish:**—No. 4 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 table.  
**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.  
**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. spreads.  
**Upholstery:**—Deep Mulberry uncut mohair on side chair.  
**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 2 roller shades, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 15—Stateroom 414, outside**

**Color Scheme:**—No. 4

**Painter's Finish:**—No. 4 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 table.  
**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.  
**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pr. spreads.  
**Upholstery:**—Dark blue green uncut mohair on side chair.  
**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 2 roller shades, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 16—Stateroom 415, inside**

**Color Scheme:**—No. 2

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 2 wardrobes, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads.

**Upholstery:**—Dark blue uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrost bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 17—Stateroom 416, inside**

**Color Scheme:**—No. 2-B

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 2 wardrobes, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Dark blue green uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrost bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 18—Stateroom 417, inside**

**Color Scheme:**—No. 2-B

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 2 wardrobes, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follow: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Greyish tan uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 2 Ferrost bottle, 1 drinking glass, 2 pictures, 1 calendar frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 19—Stateroom 418, inside**

**Color Scheme:**—No. 3-A

**Painter's Finish:**—No. 3 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 2 wardrobes, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Greyish tan uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrost bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 20—Stateroom 419, outside**

**Color Scheme:**—No. 3

**Painter's Finish:**—No. 3 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 sofa with leeboards, 1 single lavatory, 2 wardrobes, 1 side chair, 1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains, 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pair spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair, dark tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 1 Ferrost bottle, 1 drinking glass, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 21—Stateroom 420, outside**

**Color Scheme:**—No. 3-A

**Painter's Finish:**—No. 3 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 sofa with leeboard, 2 wardrobes, 1 side chair, 1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.



**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains, 2 valances, 2 prs. tie-backs for same, 1 door curtain, 1 pair spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 22—Stateroom 421, outside**

**Color Scheme:**—No. 1

**Painter's Finish:**—No. 1 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 sofa with leeboards, 1 single lavatory, 1 wardrobe, 1 side chair, 1 table.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains, 1 valance, 1 pr. tie backs for same—1 door curtain, 1 pr. spreads, 2 prs. pillow covers.

**Upholstery:**—Deep plum uncut mohair on side chair, deep plum Imperial denim on sofa, 2 deep plum Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 2 down pillows, 1 roller shade, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 23—Stateroom 422, outside**

**Color Scheme:**—No. 1-A

**Painter's Finish:**—No. 1 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 sofa with leeboards, 1 single lavatory, 1 wardrobe, 1 side chair, 1 table.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains, 1 valance, 1 pr. tie backs for same—1 door curtain, 1 pr. spreads, 2 prs. pillow covers.

**Upholstery:**—Deep mahogany uncut mohair on side chair, deep mahogany Imperial denim on sofa, 2 deep mahogany Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 2 down pillows, 1 roller shade, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 24—Stateroom 423, outside**

**Color Scheme:**—No. 2-B

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 single lavatory, 2 wardrobes, 1 sofa with leeboards, 1 built-in set of shelves, 1 side chair, 1 table.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610, as follows: 2 prs. port curtains, 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 25—Stateroom 424, outside**

**Color Scheme:**—No. 2-B

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 single lavatory, 2 wardrobes, 1 sofa with leeboards, 1 built-in set of shelves, 1 side chair, 1 table.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains, 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 freestanding waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 26—Stateroom 425, outside**

**Color Scheme:—No. 3**

**Painter's Finish:—No. 3 finish (new stateroom).**

**Furniture:—**2 beds, 2 nightstands,, 1 desk and dressing table combined, 1 single lavatory, 2 wardrobes, 1 arm chair, 1 side chair, 1 table.

**Carpet:—**Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:—**Cartridge silk No. 2610 as follows: 1 pr. port curtains, 1 valance, 1 pr. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:—**Greyish tan uncut mohair on arm chair and side chair, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:—**1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 freestanding waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 roller shade, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 27—Stateroom 426, outside**

**Color Scheme:—No. 4**

**Painter's Finish:—No. 4 finish (new stateroom).**

**Furniture:—**2 beds, 2 nightstands,, 1 desk and dressing table combined, 1 single lavatory, 2 wardrobes, 1 arm chair, 1 side chair, 1 table.

**Carpet:—**Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:—**Cartridge silk No. 2610 as follows: 3 prs. port curtains and 3 valances, 3 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:—**Dark blue green uncut mohair on arm chair and side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:—**1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 freestanding waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 3 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 28—Stateroom 427, outside**

**Color Scheme:—No. 2.**

**Painter's Finish:—No. 2 finish (new stateroom).**

**Furniture:—**2 beds, 2 nightstands, 1 sofa with leeboards, 1 desk and dressing table combined, 2 wardrobes, 1 built-in set of shelves, 1 side chair, 1 table.

**Carpet:—**Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:—**Cartridge silk No. 2610 as follows: 2 prs. port curtains 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:—**Dark blue uncut mohair on side chair, dark blue Imperial denim on sofa, 2 dark blue Cartridge silk slip covers for sofa.

**Accessories:—**1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 2 Ferrostal bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 29—Stateroom 428, outside**

**Color Scheme:—No. 2-A**

**Painter's Finish:—No. 2 finish (new stateroom).**

**Furniture:—**1 bed, 1 nightstand, 1 desk and dressing table combined, 2 wardrobes, 1 single lavatory, 1 side chair, 1 table.

**Carpet:—**Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:—**Cartridge silk No. 2610 as follows: 1 pr. port curtains, 1 valance, 1 pr. tie-backs for same, 1 door curtain, 1 pr. spreads.

**Upholstery:—**Dark heliotrope uncut mohair on side chair.

**Accessories:—**1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 freestanding waste basket, 1 telephone, 1 electric fan, 1 Ferrostal bottle, 1 drinking glass, 2 pictures, 1 roller shade, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 30—Stateroom 430, outside**

**Color Scheme:—No. 2-B**

**Painter's Finish:—No. 2 finish (new stateroom).**

**Furniture:—**2 beds, 2 wardrobes, 1 sofa with leeboards, 1 double lavatory, desk and dressing table combined, 1 arm chair, 1 side chair, 1 table, 1 shelf at bed.

**Carpet:—**Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:—**Cartridge silk No. 2610 as follows: 1 pr. port curtains, 1 valance, 1 pr. tie-backs for same, 2 pr. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm chair and side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 freestanding waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 roller shade, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 31—Stateroom 431, outside**

**Color Scheme:**—No. 3-A

**Painter's Finish:**—No. 3 finish (new stateroom).

**Furniture:**—2 beds, 2 nightstands,, 1 desk and dressing table combined, 1 double lavatory, 1 sofa with leeboards, 2 wardrobes, 1 side chair, 1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains, 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 32—Stateroom 432, inside**

**Color Scheme:**—No. 5

**Painter's Finish:**—No. 5 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Dark red uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar frame, 1 notice and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 33—Stateroom 433, outside**

**Color Scheme:**—No. 2-A

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—2 beds, 2 nightstands,, 1 desk and dressing table combined, 1 sofa with leeboards, 1 built-in set of shelves, 1 side chair, 1 table.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains, and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on side chair, dark heliotrope Imperial denim on sofa, 2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 34—Stateroom 434, outside**

**Color Scheme:**—No. 4-A

**Painter's Finish:**—No. 4 finish (new stateroom).

**Furniture:**—2 beds, 1 double lavatory, desk and dressing table combined, 1 sofa with leeboards, 1 built-in set of shelves, 2 wardrobes, 1 side chair, 1 table.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains, and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Deep mulberry uncut mohair on side chair, deep mulberry Imperial denim on sofa, 2 deep mulberry Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 35—Stateroom 435, outside**

**Color Scheme:**—No. 4

**Painter's Finish:**—No. 4 finish (new stateroom).

**Furniture:**—2 beds, 1 double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 arm chair, 1 side chair, 1 table.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm chair and side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 freestanding waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 36—Stateroom 436, outside**

**Color Scheme:**—No. 2-B

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—2 beds, 1 double lavatory, desk and dressing table combined, 1 sofa with leeboards, 2 wardrobes, 1 arm chair, 1 side chair, 1 table.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains, 2 valances, 2 prs. tie-backs for same, 1 door curtain, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm chair and side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 freestanding waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 2 roller shades, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 37—Stateroom 438, inside**

**Color Scheme:**—No. 5-A

**Painter's Finish:**—No. 5 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 sofa with leeboards, 1 side chair, 1 radiator shelf.

**Carpet:**—Deep purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads, 2 prs. pillow covers, 1 pr. radiator curtains.

**Upholstery:**—Deep purple uncut mohair on side chair, old gold Imperial denim on sofa, 2 old gold Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 freestanding waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 38—Stateroom 439, inside**

**Color Scheme:**—No. 2-A

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 sofa with leeboards, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 1 pr. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on side chair, dark heliotrope Imperial denim on sofa, 2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 Ferrostat bottle, 1 freestanding waste basket, 1 electric fan, 1 drinking glass, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 39—Stateroom 440, inside**

**Color Scheme:**—No. 2-B

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 sofa with leeboards, 1 wardrobe, 1 built-in set of shelves, 1 side chair.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follow: 1 door curtain, 1 pr. 1 pr. spreads.

**Upholstery:**—Dark blue green uncut mohair on side chair, dark blue green Imperial denim on sofa, 2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 40—Stateroom 441, inside**

**Color Scheme:—No. 3**

**Painter's Finish:—No. 3 finish (new stateroom).**

**Furniture:—2 beds, 2 nightstands, 2 wardrobes, 1 double lavatory, 1 desk and dressing table combined, 1 side chair, 1 radiator shelf.**

**Carpet:—Dark tan Bigelow Lowell Wilton with black regular design.**

**Draperies:—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads.**

**Upholstery:—Greyish tan uncut mohair on side chair.**

**Accessories:—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 freestanding waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.**

**Par. 41—Stateroom 442, inside**

**Color Scheme:—No. 5**

**Painter's Finish:—No. 5 finish (new stateroom).**

**Furniture:—2 beds, 2 nightstands, 2 wardrobes, 1 double lavatory, 1 desk and dressing table combined, 1 side chair, 1 radiator shelf.**

**Carpet:—Dark red Bigelow Lowell Wilton with black regular design.**

**Draperies:—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads.**

**Upholstery:—Dark red uncut mohair on side chair.**

**Accessories:—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 freestanding waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.**

**Par. 42—Stateroom 443, inside**

**Color Scheme:—No. 2-B**

**Painter's Finish:—No. 2 finish (new stateroom).**

**Furniture:—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.**

**Carpet:—Dark blue green Bigelow Lowell Wilton with black regular design.**

**Draperies:—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads.**

**Upholstery:—Dark blue green uncut mohair on side chair.**

**Accessories:—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.**

**Par. 43—Stateroom 444, inside**

**Color Scheme:—No. 5-A**

**Painter's Finish:—No. 5 finish (new stateroom).**

**Furniture:—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.**

**Carpet:—Deep purple Bigelow Lowell Wilton with black regular design.**

**Draperies:—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads.**

**Upholstery:—Deep purple uncut mohair on side chair.**

**Accessories:—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.**

**Par. 44—Stateroom 445, inside**

**Color Scheme:—No. 5**

**Painter's Finish:—No. 5 finish (new stateroom).**

**Furniture:—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.**

**Carpet:—Dark red Bigelow Lowell Wilton with black regular design.**

**Draperies:—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads.**

**Upholstery:—Dark red uncut mohair on side chair.**

**Accessories:—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.**

**Par. 45—Stateroom 446, inside**

**Color Scheme:—No. 2**

**Painter's Finish:—No. 2 finish (new stateroom).**

**Furniture:—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.**

**Carpet:—Dark blue Bigelow Lowell Wilton with black regular design.**

**Draperies:—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr.**

**Upholstery:—Dark blue uncut mohair on side chair.**



**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 46—Stateroom 447, inside**

**Color Scheme:**—No. 3-A

**Painter's Finish:**—No. 3 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follow: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Greyish tan uncut mohair on side chair, dark tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 47—Stateroom 448, inside**

**Color Scheme:**—No. 2-B

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Dark blue green uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads, 2 prs. pillow covers.

**Par. 48—Stateroom 449, inside**

**Color Scheme:**—No. 5-A

**Painter's Finish:**—No. 5 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

**Carpet:**—Deep purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Deep purple uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 49—Stateroom 450, inside**

**Color Scheme:**—No. 2

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Dark blue uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 50—Stateroom 451, inside**

**Color Scheme:**—No. 3

**Painter's Finish:**—No. 3 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Greyish tan uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 glass soap dish, 1 notice frame, 1 inkwell.

**Par. 51—Stateroom 452, inside**

**Color Scheme:**—No. 2-B

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Dark blue green uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 glass soap dish, 1 notice frame, 1 inkwell.

**Par. 52—Stateroom 453, inside**

**Color Scheme:**—No. 5

**Painter's Finish:**—No. 5 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Dark red uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 glass soap dish, 1 notice frame, 1 inkwell.

**Par. 53—Stateroom 454, inside**

**Color Scheme:**—No. 2

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—1 bed, 1 nightstand, 1 desk and dressing table combined, 1 single lavatory, 1 wardrobe, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. spreads.

**Upholstery:**—Dark blue uncut mohair on side chair.

**Accessories:**—1 robe rack, 1 book rack, 1 life belt rack, 3 trunk runners, secured waste basket, 1 telephone, 1 electric fan, 1 Ferrostat bottle, 1 drinking glass, 2 pictures, 1 calendar and frame, 1 notice frame, 1 glass soap dish, 1 inkwell.

**Par. 54—Stateroom 455, inside**

**Color Scheme:**—No. 2-A

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—2 beds, 2 nightstands, 2 wardrobes, 1 double lavatory, desk and dressing table combined, 1 arm chair, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. door curtains, 1 pr. radiator curtains, 2 prs. spreads.

**Upholstery:**—Dark heliotrope uncut mohair on arm and side chairs.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 55—Stateroom 456, inside**

**Color Scheme:**—No. 2-B

**Painter's Finish:**—No. 2 finish (new stateroom).

**Furniture:**—2 beds, 2 nightstands, 2 wardrobes, 1 double lavatory, desk and dressing table combined, 1 arm chair, 1 side chair, 1 radiator shelf.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 1 pr. radiator curtains, 2 prs. spreads, 2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm and side chairs.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 secured waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 56—Stateroom 457, inside**

**Color Scheme:**—No. 3

**Painter's Finish:**—No. 3 finish (new stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 double lavatory, 2 wardrobes, 1 sofa with leeboards, 1 side chair, 1 table, 1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. pillow covers, 2 prs. spreads.

**Upholstery:**—Greyish tan uncut mohair on arm chair and side chair, dark tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 57—Stateroom 458, inside**

**Color Scheme:**—No. 3-A

**Painter's Finish:**—No. 3 finish (new stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 double lavatory, 2 wardrobes, 1 sofa with leeboards, 1 side chair, 1 table, 1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain, 2 prs. pillow covers, 2 prs. spreads.

**Upholstery:**—Greyish tan uncut mohair on side chair, greyish tan Imperial denim on sofa, 2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 58—Stateroom 459, inside**

**Color Scheme:**—No. 5

**Painter's Finish:**—No. 5 finish (new stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 double lavatory, 2 wardrobes, 1 sofa with leeboards, 1 side chair, 1 table, 1 radiator shelf.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. spreads, 1 door curtain, 2 prs. pillow covers.

**Upholstery:**—Dark red uncut mohair on side chair, grey Imperial denim on sofa, 2 dark grey Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack, 1 book rack, 2 life belt racks, 6 trunk runners, 1 free standing waste basket, 1 telephone, 1 electric fan, 2 Ferrostat bottles, 2 drinking glasses, 2 pictures, 2 down pillows, 1 calendar and frame, 1 notice frame, 2 glass soap dishes, 1 inkwell.

**Par. 59—Stateroom 460, inside**

**Color Scheme:**—No. 5A.

**Painter's Finish:**—No. 5 finish (new stateroom).

**Furniture:**—2 beds, 2 nightstands, 1 desk and dressing table combined, 1 double lavatory, 2 wardrobes, 1 sofa with leeboards, 1 side chair, 1 table, 1 radiator shelf.

**Carpet:**—Deep purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Deep purple uncut mohair on side chair—old gold Imperial denim on sofa—2 old gold Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 60—Stateroom 461, inside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 double lavatory—2 wardrobes—1 sofa with leeboards—1 side chair—1 table—1 radiator shelf.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2160 as follows: 1 door curtain—2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on side chair—dark heliotrope Imperial denim on sofa—2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 61—Stateroom 462, inside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 double lavatory—2 wardrobes—1 sofa with leeboards—1 side chair—1 table—1 radiator shelf.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on side chair—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down

pillows—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 62—Stateroom 463, inside**

**Color Scheme:** No. 3.

**Painter's Finish:** No. 3 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 double lavatory—2 wardrobes—1 sofa with leeboards—1 side chair—1 table—1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair—dark tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belts—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 63—Stateroom 464, inside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 sofa with leeboards—1 double lavatory—2 wardrobes—1 side chair—1 table—1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair—greyish tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 64—Stateroom 465, outside**

**Color Scheme:**—No. 1.

**Painter's Finish:**—No. 1 finish—new stateroom.

**Furniture:**—2 beds, 1 double lavatory—1 desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—1 table.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Deep plum uncut mohair on arm and side chairs—deep plum Imperial denim on sofa—2 deep plum Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 65—Stateroom 466, outside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory, desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm chair and side chair—greyish tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 66—Stateroom 467, outside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—1 6-ft. double lavatory—1 desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 side chair—2 nightstands—1 table.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. pillow covers—2 prs. spreads.

**Upholstery:**—Dark blue uncut mohair on side chair—dark blue Imperial denim on sofa—2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 67—Stateroom 468, outside**

**Color Scheme:**—No. 4.

**Painter's Finish:**—No. 4 finish—new stateroom.

**Furniture:**—2 beds—1 6-ft. double lavatory—1 desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 side chair—2 nightstands—1 table.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. pillow covers—2 prs. spreads.

**Upholstery:**—Dark blue green uncut mohair on side chair—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 68—Stateroom 469, outside.**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 sofa with leeboards—1 single lavatory—2 wardrobes—1 armchair—1 side chair—1 chest of drawers—1 radiator shelf—1 table.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm and side chair—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Par. 69—Stateroom 470, outside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 Finish (new stateroom).

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 sofa with leeboard—1 single lavatory—2 wardrobes—1 table—1 arm chair—1 side chair—1 chest of drawers—1 radiator shelf.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on arm and side chair—dark heliotrope Imperial denim on sofa—2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 70—Stateroom 471, outside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 double lavatory—1 sofa with leeboards—2 wardrobes—1 side chair—1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair—greyish tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.



**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 71—Stateroom 472, outside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 double lavatory—1 sofa with leeboards—2 wardrobes—1 side chair—1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair—greyish tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 72—Stateroom 473, outside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 double lavatory—1 desk and dressing table combined—1 sofa with leeboards—1 built-in set shelves—2 wardrobes—1 table—1 arm chair—1 side chair—1 radiator shelf.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains and 1 valance—1 pr. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm and side chairs—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down

pillows—1 roller shade—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 73—Stateroom 474, outside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 double lavatory—1 desk and dressing table combined—1 sofa with leeboards—1 built-in set shelves—2 wardrobes—1 arm chair—1 side chair—1 radiator shelf—1 table.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains and 1 valance—1 pr. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm and side chairs.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—1 roller shade—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 74—Stateroom 475, outside**

**Color Scheme:**—No. 4-A.

**Painter's Finish:**—No. 4 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory—1 desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—2 nightstands—1 table.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Deep Mulberry uncut mohair on arm and side chairs—deep Mulberry Imperial denim on sofa—2 deep Mulberry Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 75—Stateroom 476, outside**

**Color Scheme:**—No. 4.

**Painter's Finish:**—No. 4 finish—new stateroom.  
**Furniture:**—2 beds—1 f-ft. double lavatory—1 desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—2 nightstands—1 table.  
**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.  
**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.  
**Upholstery:**—Dark blue green uncut mohair on arm and side chair—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.  
**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostal bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 76—Stateroom 477, outside**

**Color Scheme:**—No. 2-B.  
**Painter's Finish:**—No. 2 finish—new stateroom.  
**Furniture:**—2 beds—2 nightstands—1 double lavatory—1 desk and dressing table combined—1 sofa with leeboards—1 built-in set shelves—2 wardrobes—1 arm chair—1 side chair—1 table.  
**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.  
**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.  
**Upholstery:**—Dark blue green uncut mohair on arm and side chair—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.  
**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostal bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 77—Stateroom 478, outside**

**Color Scheme:**—No. 2-A.  
**Painter's Finish:**—No. 2 finish—new stateroom.  
**Furniture:**—2 beds—2 nightstands—1 double lavatory—1 desk and dressing table combined—1 sofa with leeboards—1 built-in set shelves—2 wardrobes—1 arm chair—1 side chair.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.  
**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.  
**Upholstery:**—Dark heliotrope uncut mohair on arm and side chairs—dark heliotrope Imperial denim on sofa—2 dark heliotrope Cartridge silk slip covers for sofa.  
**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostal bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 78—Stateroom 479, outside**

**Color Scheme:**—No. 13.  
**Painter's Finish:**—No. 13 finish—new stateroom.  
**Furniture:**—2 beds—2 nightstands—1 double lavatory—1 desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—1 table.  
**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.  
**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.  
**Upholstery:**—Dark brown uncut mohair on arm and side chair—dark brown Imperial denim on sofa—2 block printed Cartridge silk slip covers for sofa.  
**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostal bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 79—Stateroom 480, outside**

**Color Scheme:**—No. 13.  
**Painter's Finish:**—No. 13 finish—new stateroom.  
**Furniture:**—2 beds—2 nightstands—1 double lavatory—1 desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 armchair—1 sidechair—1 table.  
**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.  
**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances—2 prs. tie-backs for same—door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark brown uncut mohair on arm and side chairs—dark brown Imperial denim on sofa—2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

#### Par. 80—Stateroom 481, outside

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 wardrobe—1 side chair.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains—1 valance—1 pr. tie-backs for same—1 door curtain—1 pr. spreads.

**Upholstery:**—Dark blue green uncut mohair on side chair.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 roller shade—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

#### Par. 81—Stateroom 482, outside

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 wardrobe—1 side chair.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains—1 valance—1 pr. tie-backs for same—1 door curtain—1 pr. spreads.

**Upholstery:**—Dark blue uncut mohair on side chair.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 roller shade—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

#### Par. 82—Stateroom 483, outside

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—1 single lavatory—1 desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 side chair—1 table—2 nightstands.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair—dark tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

#### Par. 83—Stateroom 484, outside

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—1 single lavatory—1 desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 side chair—1 table—2 nightstands.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances—2 pr. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair—dark tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

#### Par. 84—Stateroom 485, outside

**Color Scheme:**—No. 4.

**Painter's Finish:**—No. 4 finish—existing stateroom.

**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 wardrobe—1 single lavatory—1 side chair.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains—1 valance—1 pr. tie-backs for same—1 door curtain—1 pr. spreads.  
**Upholstery:**—Dark blue green uncut mohair on side chair.  
**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 roller shade—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 85—Stateroom 486, outside**

**Color Scheme:**—No. 4-A.  
**Painter's Finish:**—No. 4 finish—existing stateroom.  
**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 wardrobe—1 single lavatory—1 side chair.  
**Carpet:**—Dark Brown Bigelow Lowell Wilton with black regular design.  
**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains—1 valance—1 pr. tie-backs for same—1 door curtain—1 pr. spreads.  
**Upholstery:**—Deep Mulberry uncut mohair on side chair.  
**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 roller shade—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 86—Stateroom 488, inside**

**Color Scheme:**—No. 5.  
**Painter's Finish:**—No. 5 finish—existing stateroom.  
**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 wardrobe—1 single lavatory—1 side chair—1 radiator shelf.  
**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.  
**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. spreads.  
**Upholstery:**—Dark red uncut mohair on side chair.  
**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—Ferrostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 87—Stateroom 490, inside**

**Color Scheme:**—No. 5-A.  
**Painter's Finish:**—No. 5 finish existing stateroom.

**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 wardrobe—1 single lavatory—1 side chair—1 radiator shelf.  
**Carpet:**—Deep purple Bigelow Lowell Wilton with black regular design.  
**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. spreads.  
**Upholstery:**—Deep purple uncut mohair on side chair.  
**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 88—Stateroom 491, outside**

**Color Scheme:**—No. 7.  
**Painter's Finish:**—No. 7 finish—existing stateroom.  
**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 side chair.  
**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.  
**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains and 1 valance—1 pr. tie-backs for same—1 door curtain—1 pr. spreads.  
**Upholstery:**—Dark green uncut mohair on side chair.  
**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 roller shade—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 89—Stateroom 492, outside**

**Color Scheme:**—No. 7.  
**Painter's Finish:**—No. 7 finish—existing stateroom.  
**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 side chair.  
**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.  
**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains and 1 valance—1 pr. tie-backs for same—1 door curtain—1 pr. spreads.  
**Upholstery:**—Dark green uncut mohair on side chair.  
**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric

fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 roller shade—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 90—Stateroom 493, outside**

**Color Scheme:—No. 1.**

**Painter's Finish:—No. 1 finish—existing stateroom.**

**Furniture:—2 beds—2 nightstands—1 desk and dressing table combined—1 sofa with leeboards—1 single lavatory—2 wardrobes—1 arm chair—1 side chair—1 table.**

**Carpet:—Deep plum Bigelow Lowell Wilton with black regular design.**

**Draperies:—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.**

**Upholstery:—Deep plum uncut mohair on arm and side chairs—deep plum Imperial denim on sofa—2 deep plum Cartridge silk slip covers for sofa.**

**Accessories:—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.**

**Par. 91—Stateroom 494, outside**

**Color Scheme:—No. 7.**

**Painter's Finish:—No. 7 finish—existing stateroom.**

**Furniture:—2 beds—2 nightstands—1 desk and dressing table combined—1 sofa with leeboards—1 single lavatory—2 wardrobes—1 arm chair—1 side chair—1 table.**

**Carpet:—Dark green Bigelow Lowell Wilton with black regular design.**

**Draperies:—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.**

**Upholstery:—Dark green uncut mohair on arm and side chair—dark green Imperial denim on sofa—2 block printed Cartridge silk slip covers for sofa.**

**Accessories:—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.**

**Par. 92—Stateroom 500, inside**

**Color Scheme:—No. 2-B.**

**Painter's Finish:—No. 2 finish—new stateroom.**

**Furniture:—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 radiator shelf—1 side chair.**

**Carpet:—Dark blue green Bigelow Lowell Wilton with black regular design.**

**Draperies:—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads.**

**Upholstery:—Dark blue green uncut mohair on side chair.**

**Accessories:—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.**

**Par. 93—Stateroom 501, inside**

**Color Scheme:—No. 5.**

**Painter's Finish:—No. 5 finish—new stateroom.**

**Furniture:—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 radiator shelf—1 side chair.**

**Carpet:—Dark red Bigelow Lowell Wilton with black regular design.**

**Draperies:—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads.**

**Upholstery:—Dark red uncut mohair on side chair.**

**Accessories:—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.**

**Par. 94—Stateroom 502, inside**

**Color Scheme:—No. 2-A.**

**Painter's Finish:—No. 2 finish—new stateroom.**

**Furniture:—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 radiator shelf—1 side chair.**

**Carpet:—Dark heliotrope Bigelow Lowell Wilton with black regular design.**

**Draperies:—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads.**

**Upholstery:—Dark heliotrope uncut mohair on side chair.**



**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 95—Stateroom 503, inside.**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 radiator shelf—1 side chair.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads.

**Upholstery:**—Dark blue green uncut Mohair on side chair.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 96—Stateroom 504, inside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 radiator shelf—1 side chair.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads.

**Upholstery:**—Dark blue uncut mohair on side chair.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 97—Stateroom 505, inside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 radiator shelf—1 side chair.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads.

**Upholstery:**—Greyish tan uncut mohair on side chair.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 98—Stateroom 506, outside**

**Color Scheme:**—No. 13

**Painter's Finish:**—No. 13 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 sofa with leeboards—1 desk and dressing table combined—1 single lavatory—2 wardrobes—1 arm chair—1 side chair.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Brown uncut mohair on arm and side chair—brown Imperial denim on sofa—2 brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 99—Stateroom 507, outside**

**Color Scheme:**—No. 13.

**Painter's Finish:**—No. 13 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 sofa with leeboards—1 desk and dressing table combined—1 single lavatory—2 wardrobes—1 arm chair—1 side chair.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark green uncut mohair on arm and side chairs—dark green Imperial denim on sofa—2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down

pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 100—Stateroom 508, outside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—1 table—1 double lavatory.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on arm and side chairs—dark heliotrope Imperial denim on sofa—2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 101—Stateroom 509, outside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—1 table—1 double lavatory.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on side and arm chairs—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 102—Stateroom 510, outside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 double lavatory—1 sofa with leeboards—2 wardrobes—1 side chair—1 table—1 arm chair.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair—greyish tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 103—Stateroom 511, outside**

**Color Scheme:**—No. 13.

**Painter's Finish:**—No. 13 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 double lavatory—1 sofa with leeboards—2 wardrobes—1 side chair—1 table—1 arm chair.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark green uncut mohair on side chair—dark green Imperial denim on sofa—2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 104—Stateroom 512, outside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 double lavatory—1 sofa with leeboards—1 built-in set shelves—2 wardrobes—1 arm chair—1 side chair—1 table.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.  
**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue uncut mohair on side chair—dark blue Imperial denim on sofa—2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 105—Stateroom 513, outside**

**Color Scheme:**—No. 2-A

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 double lavatory—1 sofa with leeboards—2 wardrobes—1 side chair—1 table—1 arm chair—1 built-in set shelves.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on arm and side chairs—dark heliotrope Imperial denim on sofa—2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 106—Stateroom 514, inside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 sofa with leeboards—1 side chair—1 radiator shelf—1 table.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. spreads—1 pr. radiator curtains.

**Upholstery:**—Dark heliotrope uncut mohair on arm and side chairs.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 107—Stateroom 515, inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish—new stateroom.

**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 sofa with leeboards—1 side chair—1 radiator shelf—1 table.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. spreads—1 pr. radiator curtains.

**Upholstery:**—Dark red uncut mohair on arm and side chair.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 108—Stateroom 516, outside**

**Color Scheme:**—No. 4.

**Painter's Finish:**—No. 4 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory, desk and dressing table combined—1 sofa with leeboards—1 built-in set of shelves—2 wardrobes—1 table—1 side chair—1 night stand—1 arm chair.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on side chair—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 109—Stateroom 517, outside**

**Color Scheme:**—No. 4-A.

**Painter's Finish:**—No. 4 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory, desk and dressing table combined—1 sofa with leeboards—1 built-in set shelves—2 wardrobes—1 side chair—1 nightstand—1 arm chair—1 table.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains—1 valance—1 pr. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark Mulberry uncut mohair on side chair—dark Mulberry Imperial denim on sofa—2 dark Mulberry Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

#### Par. 110—Stateroom 518, outside

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory, desk and dressing table combined—1 sofa with leeboards—1 built-in set shelves—2 wardrobes—1 arm chair—1 side chair—1 nightstand—1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs—greyish tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

#### Par. 111—Stateroom 519, outside

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory, desk and dressing table combined—1 sofa with leeboards—1 built-in set shelves—2 wardrobes—1 arm chair—1 side chair—1 nightstand—1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs—greyish tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

#### Par. 112—Stateroom 520, inside

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—1 bed—1 nightstand—1 single lavatory—1 desk and dressing table combined—1 wardrobe—1 sofa with leeboards—1 side chair—1 shelf over radiator—1 table.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads.

**Upholstery:**—Dark blue green uncut mohair on arm and side chairs.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

#### Par. 113—Stateroom 521, inside

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish—new stateroom.

**Furniture:**—1 bed—1 nightstand—1 single lavatory—1 desk and dressing table combined—1 wardrobe—1 sofa with leeboards—1 side chair—1 shelf over radiator—1 table.

**Carpet:**—Deep purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads.

**Upholstery:**—Deep purple uncut mohair on arm and side chairs.

**Accessories:**—1 robe rack—1 book rack—life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—Ferrostat bottle—drinking glass—2 pictures—1 calendar and frame—notice frame—1 glass soap dish—1 inkwell.

**Par. 114—Stateroom 522, outside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 double lavatory—1 desk and dressing table combined—1 sofa with leeboards—1 built-in set shelves—2 wardrobes—1 table—1 arm chair—1 side chair—1 radiator shelf.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on arm and side chairs—dark heliotrope Imperial denim on sofa—2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—6 trunk runners—2 life belt racks—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostal bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 115—Stateroom 523, outside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds, 2 nightstands—1 double lavatory—1 desk and dressing table combined—1 sofa with lee boards—1 built-in set shelves—2 wardrobes—1 table—1 arm chair—1 side chair—1 radiator shelf.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue uncut Mohair on arm and side chairs—dark blue Imperial denim on sofa—2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostal bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 116—Stateroom 524, outside**

**Color Scheme:**—No. 1-A.

**Painter's Finish:**—No. 1 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 double lavatory—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—1 table.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Deep mahogany uncut mohair on arm and side chairs—deep mahogany Imperial denim on sofa—2 deep mahogany Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostal bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 117—Stateroom 525, outside**

**Color Scheme:**—No. 1.

**Painter's Finish:**—No. 1 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 double lavatory—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—1 table.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Deep plum uncut mohair on arm and side chairs—deep plum Imperial denim on sofa—2 deep plum Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—2 Ferrostal bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell—1 telephone—1 electric fan.

**Par. 118—Stateroom 526, outside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 double lavatory—1 desk and dressing table combined—1 sofa with leeboards—1 built-in set shelves—2 wardrobes—1 arm chair—1 side chair—1 table—1 radiator shelf.



**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains—1 valance—1 pr. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm and side chair—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 down pillows—1 roller shade—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 119—Stateroom 527, outside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 double lavatory—1 desk and dressing table combined—1 sofa with leeboards—1 built-in set shelves—2 wardrobes—1 arm chair—1 side chair—1 table—1 radiator shelf.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains—1 valance—1 pr. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on arm and side chairs—dark heliotrope Imperial denim on sofa—2 dark heliotrope cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 down pillows—1 roller shade—1 calendar and frame—1 notice frame—2 glass soap dishes—inkwell.

**Par. 120—Stateroom 528, inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish—new stateroom.

**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 sofa with leeboards—1 side chair—1 radiator shelf—1 table.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. spreads—1 pr. pillow covers.

**Upholstery:**—Dark red uncut mohair on arm and side chair.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 121—Stateroom 529, inside**

**Color Scheme:**—No. 5A.

**Painter's Finish:**—No. 5 finish—new stateroom.

**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 sofa with leeboards—1 side chair—1 radiator shelf—1 table.

**Carpet:**—Deep purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. spreads—1 pr. pillow covers.

**Upholstery:**—Deep purple uncut mohair on arm chair and side chair.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 122—Stateroom 530, outside**

**Color Scheme:**—No. 4.

**Painter's Finish:**—No. 4 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory, desk and dressing table combined—1 sofa with leeboards—1 built-in set shelves—2 wardrobes—1 side chair—1 table—1 nightstand—1 arm chair.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains and 2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on side chair—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 123—Stateroom 531, outside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory, desk and dressing table combined—1 sofa with leeboards—1 built-in set shelves—2 wardrobes—1 side chair—1 nightstand—1 arm chair—1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair—dark tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

#### Par. 124—Stateroom 532, outside

**Color Scheme:**—No. 4-A.

**Painter's Finish:**—No. 4 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory—desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 side chair—1 table—1 nightstand.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. pillow covers—2 prs. spreads.

**Upholstery:**—Deep Mulberry uncut mohair on side chair—deep Mulberry Imperial denim on sofa—2 deep Mulberry Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

#### Par. 125—Stateroom 533, outside

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 sofa with leeboards—1 built-in set shelves—1 double lavatory—2 wardrobes—1 arm chair—1 side chair—1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. pillow covers—2 prs. spreads.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs—greyish tan Imperial denim on sofa—2 dark brown Cartridge silk covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 secured waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

#### Par. 126—Stateroom 535, outside

**Color Scheme:**—No. 1.

**Painter's Finish:**—No. 1 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 sofa with leeboards—1 built-in set shelves—1 double lavatory—2 wardrobes—1 arm chair—1 table—1 side chair.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Deep plum uncut mohair on arm and side chairs—deep plum Imperial denim on sofa—2 deep plum Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 secured waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

### SECTION 7

#### 1st. CLASS STATEROOMS ON "F" DECK

##### Par. 1—Stateroom 600, inside

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—1 bed—1 dressing table and desk combined—1 single lavatory—1 wardrobe—1 side chair—1 radiator shelf—1 nightstand.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads.

**Upholstery:**—Dark blue green uncut mohair on side chair.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—Ferrostat bottle—drinking glass—2 pictures—1 calendar and frame—1 glass soap dish—1 inkwell—1 notice frame.

**Par. 2—Stateroom 601, inside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—1 sofa with leeboards—2 wardrobes—1 double lavatory—desk and dressing table combined—1 side chair—1 radiator shelf—1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair—dark tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 3—Stateroom 602, inside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—1 sofa with leeboards—2 wardrobes—1 double lavatory, desk and dressing table combined—1 side chair—1 radiator shelf—1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair—greyish tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 freestanding waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—1 calendar and frame—1 notice frame—1 inkwell—2 glass soap dishes.

**Par. 4—Stateroom 603, inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish—new stateroom.

**Furniture:**—2 beds—1 sofa with leeboards—2 wardrobes—1 double lavatory, desk and dressing table combined—1 side chair—1 oval table—1 radiator shelf—1 arm chair.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark red uncut mohair on side chair—grey Imperial denim on sofa—2 grey Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 5—Stateroom 604, inside**

**Color Scheme:**—5-A.

**Painter's Finish:**—No. 5 finish—new stateroom.

**Furniture:**—2 beds—1 sofa with leeboards—2 wardrobes—1 double lavatory, desk and dressing table combined—1 side chair—1 oval table—1 radiator shelf—1 arm chair.

**Carpet:**—Deep purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Deep purple uncut mohair on side chair—old gold Imperial denim on sofa—2 old gold Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 6—Stateroom 605, inside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory, desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 oval table—1 side chair—1 radiator shelf—1 arm chair.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—2 prs. pillow covers—2 prs. spreads.

**Upholstery:**—Dark blue uncut mohair on side chair—dark blue Imperial denim on sofa—2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostal bottles—2 drinking glasses—2 pictures—2 down pillows—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 7—Stateroom 606, inside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—1 nightstand—1 double lavatory, desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 table—1 side chair—1 radiator shelf—1 arm chair.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on side chair—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostal bottles—2 drinking glasses—2 pictures—2 down pillows—1 calendar and frame—1 notice frame—1 inkwell.

**Par. 8—Stateroom 607, inside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory, desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 oval table—1 side chair—1 radiator shelf—1 arm chair.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs—greyish tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 secured waste basket—1 telephone—1 electric fan—2 Ferrostal bottles—2 drinking glasses—2 pictures—2 down pillows—1 calendar and frame—1 notice frame—1 inkwell.

**Par. 9—Stateroom 608, inside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory, desk and dressing table combined—1 sofa with leeboards—3 wardrobes—1 oval table—1 arm chair—1 side chair—1 radiator shelf.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs—greyish tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 secured waste basket—1 telephone—1 electric fan—2 Ferrostal bottles—2 drinking glasses—2 pictures—2 down pillows—1 calendar and frame—1 notice frame—1 inkwell.

**Par. 10—Stateroom 609, inside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory, desk and dressing table combined—2 wardrobes—1 arm chair—1 side chair—1 radiator shelf.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—2 prs. spreads.

**Upholstery:**—Dark blue uncut mohair on arm and side chairs.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostal bottles—2 drinking glasses—2 pictures—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 11—Stateroom 610, inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory, desk and dressing table combined—2 wardrobes—1 arm chair—1 side chair—1 radiator shelf.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—2 prs. spreads.

**Upholstery:**—Dark red uncut mohair on arm and side chairs.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostal bottles—2 drinking glasses—2 pictures—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

Par. 12—Stateroom 611, outside

Color Scheme:—No. 2.

Painter's Finish:—No. 2 Finish new stateroom.

Furniture:—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 side chair.

Carpet:—Dark blue Bigelow Lowell Wilton with black regular design.

Draperies:—Cartridge silk No. 2610 as follows: 1 pr. port curtains—1 valance—1 pr. tie-backs for same—1 door curtain—1 pr. spreads.

Upholstery:—Dark blue uncut mohair on side chair.

Accessories:—1 robe rack—1 book rack—2 life belt racks—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 roller shade—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

Par. 13—Stateroom 612, outside

Color Scheme:—2-A.

Painter's Finish:—No. 2 finish—new stateroom.

Furniture:—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 side chair.

Carpet:—Dark heliotrope Bigelow Lowell Wilton with black regular design.

Draperies:—Cartridge silk No. 2610 as follows: 1 pr. port curtains—1 valance—1 pr. tie-backs for same—1 door curtain—1 pr. spreads.

Upholstery:—Dark heliotrope uncut mohair on side chair.

Accessories:—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 roller shade—1 calendar and frame—1 glass soap dish—1 notice frame—1 inkwell.

Par. 14—Stateroom 613, outside

Color Scheme:—No. 1-A.

Painter's Finish:—No. 1 finish—new stateroom.

Furniture:—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 side chair.

Carpet:—Dark green Bigelow Lowell Wilton with black regular design.

Draperies:—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—1 pr. spreads.

Upholstery:—Deep mahogany uncut mohair on side chair.

Accessories:—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—2 roller shades—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

Par. 15—Stateroom 614, outside

Color Scheme:—No. 1.

Painter's Finish:—No. 1 finish—new stateroom.

Furniture:—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 side chair.

Carpet:—Deep plum Bigelow Lowell Wilton with black regular design.

Draperies:—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—1 pr. spreads.

Upholstery:—Deep plum uncut mohair on side chair.

Accessories:—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—2 roller shades—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

Par. 16—Stateroom 615, inside

Color Scheme: No. 2-A.

Painter's Finish:—No. 2 finish—new stateroom.

Furniture:—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 side chair—1 radiator shelf.

Carpet:—Dark heliotrope Bigelow Lowell Wilton with black regular design.

Draperies:—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads.

Upholstery:—Dark heliotrope uncut mohair on side chair.

Accessories:—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 glass soap dish—1 inkwell—1 notice frame.

Par. 17—Stateroom 616, inside

Color Scheme:—No. 5-A.

Painter's Finish:—No. 5 finish—new stateroom.

Furniture:—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 side chair—1 radiator shelf.

Carpet:—Deep purple Bigelow Lowell Wilton with black regular design.

Draperies:—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads.

Upholstery:—Deep purple uncut mohair on side chair.

Accessories:—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.



**Par. 18—Stateroom 617, inside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish new stateroom.

**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 side chair—1 radiator shelf.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads.

**Upholstery:**—Dark blue green uncut mohair on side chair.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 19—Stateroom 618, inside**

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish—new stateroom.

**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 side chair—1 wardrobe—1 radiator shelf.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads.

**Upholstery:**—Dark red uncut mohair on side chair.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 electric fan—1 telephone—1 Ferrostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 20—Stateroom 619, outside**

**Color Scheme:**—No. 4.

**Painter's Finish:**—No. 4 finish—new stateroom.

**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 sofa leeboards—1 single lavatory—1 wardrobe—1 side chair—1 table.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—1 pr. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on side chair—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 21—Stateroom 620, outside**

**Color Scheme:**—No. 4-A.

**Painter's Finish:**—No. 4 finish—new stateroom.

**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 sofa with leeboards—1 single lavatory—1 wardrobe—1 side chair—1 table.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—1 pr. spreads—2 prs. pillow covers.

**Upholstery:**—Deep Mulberry uncut mohair on side chair—deep Mulberry Imperial denim on sofa—2 deep Mulberry Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 22—Stateroom 621, outside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—1 bed—1 nightstand—1 sofa with leeboards—1 desk and dressing table combined—1 wardrobe—1 side chair—1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains—1 valance—1 pr. tie-backs for same—1 door curtain—1 pr. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs—dark tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—2 down pillows—1 roller shade—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 23—Stateroom 622, outside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—1 bed—1 nightstand—1 sofa with leeboards—1 desk and dressing table combined—1 wardrobe—1 side chair—1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains—1 valance—1 pr. tie-backs for same—1 door curtain—1 pr. spreads.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs—greyish tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 electric fan—1 telephone—1 Fermostat bottle—1 drinking glass—2 pictures—2 down pillows—1 roller shade—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 24—Stateroom 623, inside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—1 bed—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 side chair—1 shelf over radiator—1 nightstand.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads.

**Upholstery:**—Greyish tan uncut mohair on side chair.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—1 Fermostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 25—Stateroom 624, inside.**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—1 bed—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 side chair—1 shelf over radiator—1 nightstand.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads.

**Upholstery:**—Greyish tan uncut mohair on side chair.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric

fan—1 Fermostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 26—Stateroom 625, outside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 side chair.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—1 pr. spreads.

**Upholstery:**—Dark blue uncut mohair on side chair.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Fermostat bottle—1 drinking glass—2 pictures—2 roller shades—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 27—Stateroom 626, outside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 side chair.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—1 pr. spreads.

**Upholstery:**—Dark blue uncut mohair on side chair.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Fermostat bottle—drinking glass—2 pictures—2 roller shades—1 calendar and frame—1 notice frame—glass soap dish—1 inkwell.

**Par. 28—Stateroom 627, outside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—1 bed—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 table—1 side chair—1 sofa with leeboards.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains—1 valance—1 pr. tie-backs for same—1 pr. spreads—1 door curtain.

**Upholstery:**—Greyish tan uncut mohair on side chair.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric

Title III, Group 5, Sect. 7

fan—Fermostat bottle—drinking glass—2 pictures—1 roller shade—calendar and frame—1 notice frame—glass soap dish—1 inkwell.

Par. 29—Stateroom 628, outside

Color Scheme:—No. 3.

Painter's Finish:—No. 3 finish—new stateroom.

Furniture:—1 bed—1 desk and dressing table combined—1 table—1 wardrobe—1 side chair—1 arm chair—1 radiator shelf.

Carpet:—Dark tan Bigelow Lowell Wilton with black regular design.

Draperies:—Cartridge silk No. 2610 as follows: 1 pr. port curtains—1 valance—1 pr. tie-backs for same—1 pr. spreads—2 prs. pillow covers.

Upholstery:—Greyish tan uncut mohair on side chair—greyish tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

Accessories:—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—1 Fermostat bottle—1 drinking glass—2 pictures—1 roller shade—1 calendar and frame—2 down pillows—1 notice frame—1 glass soap dish—1 inkwell.

Par. 30—Stateroom 629, outside

Color Scheme:—No. 2-A.

Painter's Finish:—No. 2 finish—new stateroom

Furniture:—1 bed—1 nightstand—1 wardrobe—1 desk and dressing table combined—1 sofa with leeboards—1 side chair—1 table—1 radiator shelf.

Carpet:—Dark heliotrope Bigelow Lowell Wilton with black regular design.

Draperies:—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

Upholstery:—Dark heliotrope uncut mohair on arm and side chairs—dark heliotrope Imperial denim on sofa—2 dark heliotrope Cartridge silk slip covers for sofa.

Accessories:—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Fermostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

Par. 31—Stateroom 630, inside

Color Scheme:—No. 5.

Painter's Finish:—No. 5 finish—new stateroom.

Title III, Group 5, Sect. 7

Furniture:—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 side chair—1 shelf over radiator.

Carpet:—Dark red Bigelow Lowell Wilton with black regular design.

Draperies:—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads.

Upholstery:—Dark red uncut mohair on side chair.

Accessories:—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—1 Fermostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

Par. 32—Stateroom 631, inside

Color Scheme:—No. 5-A.

Painter's Finish:—No. 5 finish—new stateroom.

Furniture:—1 bed—1 nightstand—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 side chair—1 shelf over radiator.

Carpet:—Deep purple Bigelow Lowell Wilton with black regular design.

Draperies:—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads.

Upholstery:—Deep purple uncut mohair on side chair.

Accessories:—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—1 Fermostat bottle—1 drinking glass—2 pictures—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

Par. 33—Stateroom 632, outside

Color Scheme:—No. 2-A.

Painter's Finish:—No. 2 finish—new stateroom.

Furniture:—2 beds—2 nightstands—1 double lavatory, desk and dressing table combined—1 sofa with leeboards—2 wardrobes—2 side chairs—1 table—1 radiator shelf—1 bedshelf.

Carpet:—Dark heliotrope Bigelow Lowell Wilton with black regular design.

Draperies:—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

Upholstery:—Dark heliotrope uncut mohair on arm and side chairs—dark heliotrope Imperial denim on sofa—2 dark heliotrope Cartridge silk slip covers for sofa.

Accessories:—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric

fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 34—Sateroom 633, outside**

**Color Sceme:—No. 2-B.**

**Painter's Finish:—No. 2 finish—new stateroom.**

**Furniture:—2 beds—1 double lavatory—1 desk and dressing table combined—sofa with leeboards—3 wardrobes—1 arm chair—1 side chair—1 table—1 radiator shelf.**

**Carpet:—Dark blue green Bigelow Lowell Wilton with black regular design.**

**Draperies:—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.**

**Upolstery:—Dark blue green uncut mohair on arm and side chairs—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.**

**Accessories:—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.**

**Par. 35—Stateroom 634, outside**

**Color Scheme:—No. 4.**

**Painter's Finish:—No. 4 finish—new stateroom.**

**Furniture:—1 bed—1 nightstand—1 desk and dressing table combined—1 sofa with leeboards—1 single lavatory—1 wardrobe—1 side chair—1 table.**

**Carpet:—Dark brown Bigelow Lowell Wilton with black regular design.**

**Draperies:—Cartridge silk No. 2610 as follows: 1 pr. port curtains—1 valance—1 pr. tie-backs for same—1 door curtain—1 pr. spreads—1 pr. pillow covers.**

**Upholstery:—Dark blue green uncut mohair on side chair—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.**

**Accessories:—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—2 down pillows—1 roller shade—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.**

**Par. 36—Stateroom 635, outside**

**Color Scheme:—No. 4-A.**

**Painter's Finish:—No. 4 finish—new stateroom.**

**Furniture:—1 bed—1 nightstand—1 desk and dressing table combined—1 sofa with leeboards—1 single lavatory—1 wardrobe—1 side chair—1 table.**

**Carpet:—Dark brown Bigelow Lowell Wilton with black regular design.**

**Draperies:—Cartridge silk No. 2610 as follows: 1 pr. port curtains—1 valance—1 pr. tie-backs for same—1 door curtain—1 pr. spreads—1 pr. pillow covers.**

**Upholstery:—Deep Mulberry uncut mohair on side chair—deep Mulberry Imperial denim on sofa—2 deep Mulberry Cartridge silk slip covers for sofa.**

**Accessories:—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—2 down pillows—1 roller shade—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.**

**Par. 37—Stateroom 636, outside**

**Color Scheme:—No. 13.**

**Painter's Finish:—No. 13 finish—new stateroom.**

**Furniture:—2 beds—2 nightstands—1 desk and dressing table combined—1 sofa with leeboards—1 double lavatory—2 wardrobes—1 built-in set selves—1 arm chair—1 side chair—1 table.**

**Carpet:—Dark red Bigelow Lowell Wilton with black regular design.**

**Draperies:—Cartridge silk No. 2610 as follows: 3 prs. port curtains—3 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.**

**Upholstery:—Greyish tan uncut mohair on arm and side chairs—greyish tan Imperial denim on sofa—2 block printed Cartridge silk slip covers for sofa, like curtains.**

**Accessories:—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—3 roller shades—1 calendar and frame—2 glass soap dishes—1 inkwell.**

**Par 38—Stateroom 637, outside**

**Color Scheme:—No. 2.**

**Painter's Finish:—No. 2 finish—new stateroom.**

**Furniture:—1 bed—1 desk and dressing table combined—1 sofa with leeboards—1 single lavatory—1 wardrobe—1 side chair—1 table.**

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.  
**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains—1 valance—1 pr. tie-backs for same—1 pr. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue uncut mohair on side chair—dark blue Imperial denim on sofa—2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—2 down pillows—roller shade—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 39—Stateroom 638, outside**

**Color Scheme:**—No. 1.

**Painter's Finish:**—No. 1 finish—new stateroom.

**Furniture:**—2 beds—1-6' double lavatory, desk and dressing table combined—1 side chair—1 arm chair—2 wardrobes and 1 table.

**Carpet:**—Dark plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. pillow covers, 2 prs. spreads.

**Upholstery:**—Dark plum uncut mohair on side chair—dark plum Imperial denim on sofa—2 dark plum Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 40—Stateroom 639, outside**

**Color Scheme:**—No. 1-A.

**Painter's Finish:**—No. 1 finish—new stateroom.

**Furniture:**—2 beds—1-6' double lavatory, desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—1 table.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Deep Mulberry uncut mohair on arm and side chairs—deep Mulberry Imperial denim on sofa—2 deep Mulberry Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 41—Stateroom 640, outside**

**Color Scheme:**—No. 4.

**Painter's Finish:**—No. 4 finish—new stateroom.

**Furniture:**—2 beds—1-6' double lavatory, desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—1 table.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm and side chairs—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 42—Stateroom 641, outside**

**Color Scheme:**—No. 13.

**Painter's Finish:**—No. 13 finish—new stateroom.

**Furniture:**—2 beds—1-6' double lavatory, desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—1 table.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 prs. tie-backs for same—2 valances—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs—greyish tan Imperial denim on sofa—2 block printed Cartridge silk slip covers for sofa, like curtains.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric



fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 43—Stateroom 642, outside**

**Color Scheme:**—No. 13.

**Painter's Finish:**—No. 13 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 double lavatory—1 sofa with leeboards—1 wardrobe—1 side chair—1 table—1 arm chair.

**Carpet:**—Dark green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair—greyish tan Imperial denim on sofa—2 block printed Cartridge silk slip covers for sofa, like curtains.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 44—Stateroom 643, outside**

**Color Scheme:**—No. 13.

**Painter's Finish:**—No. 13 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 desk and dressing table combined—1 double lavatory—1 sofa with leeboards—1 wardrobe—1 side chair—1 table—1 arm chair.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair—greyish tan Imperial denim on sofa—2 block printed Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 45—Stateroom 644, inside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—1 bed—1 nightstand—1 desk and dressing table combined—1 sofa with leeboards—single lavatory—2 wardrobes—1 side chair—1 shelf over radiator.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—2 prs. pillow covers.

**Upholstery:**—Dark blue uncut mohair on side chair—dark blue Imperial denim on sofa—2 dark blue cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—2 down pillows—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 46—Stateroom 645, inside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—1 bed—1 sofa with leeboards—1 nightstand—1 desk and dressing table combined—1 single lavatory—2 wardrobes—1 side chair—1 shelf over radiator.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on side chair—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—2 down pillows—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 47—Stateroom 646, outside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—1 bed shelf—1 desk and dressing table combined—1 sofa with leeboards—1 double lavatory—2 wardrobes—1 side chair—1 table—1 arm chair—1 radiator shelf.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue uncut mohair on side chair—dark blue Imperial denim on sofa—2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 48—Stateroom 647, outside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—1 bed shelf—1 desk and dressing table combined—1 sofa with leeboards—1 double lavatory—2 wardrobes—1 side chair—1 table—1 arm chair—1 radiator shelf.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue uncut mohair on side chair—dark blue Imperial denim on sofa—2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 49—Stateroom 648, outside**

**Color Scheme:**—No. 1.

**Painter's Finish:**—No. 1 finish—new stateroom.

**Furniture:**—2 beds—1 nightstand—1-6' double lavatory, desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—1 table—1 built-in set of shelves with linoleum top.

**Carpet:**—Deep plum Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 prs. valances—2 prs. tie-back for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Deep plum uncut mohair on arm and side chairs—deep plum Imperial denim on sofa—2 deep plum Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 50—Stateroom 649, outside**

**Color Scheme:**—No. 13.

**Painter's Finish:**—No. 13 finish—new stateroom.

**Furniture:**—2 beds—1 nightstand—1-6' double lavatory, desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—1 table—1 built-in set of shelves with linoleum top.

**Carpet:**—Dark red Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs—greyish tan Imperial denim on sofa—2 block printed Cartridge silk slip covers for sofa like curtains.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 51—Stateroom 650, outside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—1 bed shelf—1 double lavatory—1 desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 table—1 arm chair—1 side chair—1 radiator shelf.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on arm and side chairs—dark heliotrope Imperial denim on sofa—2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 glass soap dishes—1 inkwell.

**Par. 52—Stateroom 651, outside**

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—1 bed shelf—1 double lavatory—1 desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 table—1 arm chair—1 side chair—1 radiator shelf.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on arm and side chairs—dark heliotrope Imperial denim on sofa—2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 53—Stateroom 652, inside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—1 bed—1 night stand—1 desk and dressing table combined—1 sofa with leeboards—1 single lavatory—2 wardrobes—1 shelf over radiator—1 side chair.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on side chair—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—2 down pillows—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 54—Stateroom 653, inside**

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish—new stateroom.

**Furniture:**—1 bed—1 night stand—1 desk and dressing table combined—1 sofa with leeboards—1 single lavatory—2 wardrobes—1 shelf over radiator—1 side chair.

**Carpet:**—Deep purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads—2 prs. pillow covers.

**Upholstery:**—Deep purple uncut mohair on side chair—old gold Imperial denim on sofa—2 old gold Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Ferrostat bottle—1 drinking glass—2 pictures—2 down pillows—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 55—Stateroom 654, outside**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory desk and dressing table combined—2 wardrobes—1 sofa with leeboards—1 arm chair—1 side chair—1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs—greyish tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 56—Stateroom 655, outside.**

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory, desk and dressing table combined—2 wardrobes—1 sofa with leeboards—1 arm chair—1 side chair—1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.  
**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs—greyish tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

#### Par. 57—Stateroom 656, inside

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—1 night stand—1 6-ft. double lavatory, desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—1 shelf over radiator—1 built-in set of shelves—1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.  
**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs—greyish tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 secured waste basket—1 calendar and frame—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—1 notice frame—1 inkwell—2 glass soap dishes.

#### Par. 58—Stateroom 657, inside

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—1 nightstand—1 6-ft. double lavatory desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—1 table—1 shelf over radiator—1 built-in set of shelves.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm and side chairs—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 secured waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

#### Par. 59—Stateroom 658, outside

**Color Scheme:**—No. 4.

**Painter's Finish:**—No. 4 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory desk and dressing table combined—2 wardrobes—1 sofa with leeboards—1 arm chair—1 side chair—1 table.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm and side chair—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

#### Par. 60—Stateroom 659, Outside

**Color Scheme:**—No. 4-A.

**Painter's Finish:**—No. 4 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory—desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—1 table.

**Carpet:**—Dark brown Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 pr. spreads—2 prs. pillow covers.

**Upholstery:**—Deep Mulberry uncut mohair on arm and side chairs—deep Mulberry Imperial denim on sofa—2 deep Mulberry Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 61—Stateroom 660, outside**

**Color Scheme:**—No. 3-A

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory, desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs—greyish tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 62—Stateroom 661, outside**

**Color Scheme:**—No. 3-A.

**Painter's Finish:**—No. 3 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory, desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on arm and side chairs—greyish tan Imperial denim on sofa—2 dark brown Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 63—Stateroom: 662, inside**

**Color scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory, desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 side chair—1 arm chair—1 shelf over radiator—1 built-in set of shelves—1 table.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on arm and side chair—dark heliotrope Imperial denim on sofa—2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 secured waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 64—Stateroom 663, outside**

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—2 nightstands—1 double lavatory, desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 table—1 side chair—1 arm chair.

**Carpet:**—Dark blue Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue uncut mohair on side chair—dark blue Imperial denim on sofa—2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

**Par. 65—Stateroom 664, outside**

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory, desk and dressing table com-



bined—1 sofa with leeboards—2 wardrobes—1 arm chair—1 side chair—2 night stands—1 table.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on side and arm chairs—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

#### Par. 66—Stateroom 665, inside

**Color Scheme:**—No. 3.

**Painter's Finish:**—No. 3 Finish—new stateroom.

**Furniture:**—2 beds—1 nightstand—1 sofa with leeboards—1 6-ft. double lavatory, desk and dressing table combined—1 side chair—1 radiator shelf—2 wardrobes—1 table.

**Carpet:**—Dark tan Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows:—1 door curtain—1 pr. radiator curtains—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Greyish tan uncut mohair on side chair—greyish tan Imperial denim on sofa—2 dark brown cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 secured waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

#### Par. 67—Stateroom 666, outside

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—1 6-ft. double lavatory, desk and dressing table combined—sofa with leeboards—2 wardrobes—1 side chair—1 nightstand—1 table.

**Carpet:**—Dark blue green Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on arm and side chairs—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 secured waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

#### Par. 68—Stateroom 667, outside

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 beds—1 double lavatory desk and dressing table combined—2 wardrobes—1 sofa with leeboards—1 arm chair—1 side chair—2 nightstands—1 table.

**Carpet:**—Dark heliotrope Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains—1 valance—1 pr. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark heliotrope uncut mohair on arm and side chairs—dark heliotrope Imperial denim on sofa—2 dark heliotrope Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—2 life belt racks—6 trunk runners—1 secured waste basket—1 telephone—1 electric fan—2 Ferrostat bottles—2 drinking glasses—2 pictures—2 down pillows—1 roller shade—1 calendar and frame—1 notice frame—2 glass soap dishes—1 inkwell.

## SECTION 8

### SECOND CLASS PUBLIC ROOMS

#### Par. 1—Second Class Smoking Room (D Deck)

**Painter's Finish:**—See Group 2, Sect. 4, par. 20.

**Furniture:**—40 side chairs, No. 33—20 tub chairs, No. 29—24 arm chairs—8 small round tables, 2 ft. 6 in.—1 large round table, 4 ft.—4 oblong tables, 2 ft. by 4 ft.—2 free standing sofas, 4 ft.—2 large curved sofas—4 built-in sofas—1 cabinet—8 desks.

**Carpet:**—None.

**Draperies, etc.:**—7 prs. of curtains and 7 valances, for single windows of Cartridge silk block printed with all-over early English design and trimmed with dull silk braid, lined and interlined, and made to draw—7 prs. of tie-backs for same of dull mercerized silk cords and tassels—4 prs. of curtains and 4 valances for 4 groups of 2 windows each and 4 prs. tie-backs for same—1 pr. curtains and 1 valance for group of 3 windows and 1 pr. tie-backs for same like above—1 pr. curtains and 1 valance and 1 pr. tie-backs for group of 5 windows all like above—if necessary sash curtains of casement cloth to be provided.

**Upholstery:**—All upholstered furniture to be covered with top grain cowhide, walnut finish, close nailed.

**Accessories:**—1 clock—8 electric fans—8 inkwells—leather tops for desks—oil painting.

#### Par. 2—Second Class Social Hall (D Deck)

**Painter's Finish:**—See Group 2, Sect. 4, par. 20.

**Furniture:**—60 side chairs with stretcher No. 20—28 arm chairs like No. 20—16 tub chairs, No. 1—2 wing chairs, No. 2—16 round tables, 2 ft.—4 round tables, 3 ft.—4 oval tables, 4 ft. by 2 ft.—1 oval table 5 ft. by 2 ft. 6 in.—4 right angle curved sofas—4 built-in curved sofas—3 small curved free standing sofas—4 large free standing 6 ft. sofas—4 large double desks—2 single desks.

**Carpet:**—Bundhar Melrose Wilton, two toned or with small regular black design.

**Draperies:**—10 prs. casement cloth curtains for 10 groups of 2 windows each—1 pr. casement cloth curtains for 1 group of 3 windows, all made to draw—10 pairs of heavy rough striped silk curtains and 10 valances for 10 groups of 2 windows each and 1 pr. of heavy rough striped curtains and 1 valance for 1 group of 3 windows. These 11 prs. of curtains and 11 valances to be lined with Parma satin and interlined with black cambric, trimmed with woven braid and if necessary made to draw—11 prs. of tie-backs of dull silk cords and tassels.

**Accessories:**—Pictures.

#### Par. 3—Second Class Dining Saloon (F Deck)

**Painter's Finish:**—See Group 2, Sect. 4, par. 20.

**Furniture:**—356 side chairs, with stretcher No. 22—12 round tables, 3 ft.—4 oblong tables, 2 ft. 6 in. by 3 ft. 8 in.—2 oblong tables—2 ft. 6 in. by 10 ft.—12 round tables, 3 ft. 6 in.—4 round tables, 5 ft.—2 oblong tables, 2 ft. 6 in. x 11 ft.—4 oblong tables, 2 ft. 6 in.

by 13 ft. 6 in.—3 oblong tables, 2 ft. 6 in. by 14 ft.—2 oval tables, 4 ft. 6 in. by 9 ft.—3 oblong tables, 2 ft. 6 in. by 15 ft.—1 large dresser—2 small dressers.

**Carpet:**—Runners of Bundhar Melrose Wilton two toned, or with small regular design in black.

**Draperies, etc.:**—24 prs. of port curtains and valances of heavy silk Repp striped or with small design, interlined, and lined with Parma satin—trimmed with simple fringe to match repp—made to draw—24 prs. tie-backs of silk cord and tassels. If necessary casement cloth curtains for above.

**Upholstery:**—All chairs covered with top grain cowhide, backs and seats close nailed on leather gimp.

**Accessories:**—Pictures—16 electric fans—2 clocks.

#### Par. 4—Second Class Lobby (D Deck)

**Painter's Finish:**—See Group 2, Sect. 4, par. 20.

**Furniture:**—2 upholstered chairs No. 4—7 upholstered chairs, No. 21—9 upholstered chairs, No. 19—4 round tables, 3 ft.—2 oblong tables, 4 ft. by 2 ft.—curved free standing sofas—2 combination straight and built-in seats.

**Carpet:**—None.

**Draperies:**—None.

**Upholstery:**—All upholstered furniture to be covered with top grain cowhide—walnut finish, close nailed.

**Accessories:**—1 clock.

#### Par. 5—Second Class Lobby (G Deck)

**Painter's Finish:**—See Group 2, Sect. 4, par. 20.

**Furniture:**—4 straight sofas covered with Du Pont Fabricoid best quality—walnut color—leather gimp and nailed with leather covered tops.

#### Par. 6—Second Class Veranda (C Deck)

**Painter's Finish:**—See Group 2, Sect. 4, par. 20.

**Furniture:**—4 two-foot tables and 2 built-in settees having portable leather pads covered with top-grained cowhide.

### SECTION 9

#### SECOND-CLASS STATEROOMS

Par. 1—Second Class Staterooms, Color Scheme No. 14-A

**Painter's Finish:**—No. 14 finish.

**Furniture:**—See Group 3, Sect. 2, par. 22.

**Carpet:**—Dark blue Bundhar Wilton with black regular design.

**Curtains, etc.:**—Natural color Cartridge silk No. 2610 as follows:  
bound in blue Cartridge silk to match carpet: Port curtains  
and tie-backs (only outside rooms)—door curtains—berth curtains  
and tie-backs—pillow covers.

**Upholstery:**—Backs and seats of sofas covered with machine-made  
tapestry with small regular pattern or simple floral design.

**Accessories:**—Parcel racks—life belt racks—electric fans—2 pillows  
for each sofa—grab handles of white enamel and hardwood—  
ladders—sliding shutters of wood (only outside rooms)—trunk  
runners.

## List of Rooms

OUTSIDE	INSIDE
On C Deck	On C Deck
705	700
713	701
716	On E Deck
On E Deck	745
732	755
740	757
750	764
On G Deck	On G Deck
804	808
812	822
836	832
841	855
846	On H Deck
851	901
858	912
On H Deck	955
906	915
909	916
928	921
952	936
963	939
	940
	943
	931

**Par. 2—Second Class Staterooms, Color Scheme No. 14-B**

**Painter's Finish:**—No. 14 finish.

**Furniture:**—See Group 3, Sect. 2, part. 22.

**Carpet:**—Dark Mulberry Bundhar Wilton with black regular design.

**Curtains, etc.:**—Natural color Cartridge silk No. 2610 as follows,  
bound in Mulberry Cartridge silk to match carpet; Port curtains  
and tie-backs (only outside rooms)—door curtains—berth cur-  
tains and tie-backs—pillow covers.

**Upholstery:**—Back and seats of sofas covered with machine made  
tapestry with small regular pattern or simple floral design.

**Accessories:**—Parcel racks—life belt racks—electric fans—2 pillows  
for each sofa—grab handles of white enamel and hardwood—  
ladders—sliding shutters of wood (only outside rooms)—trunk  
runners.

## List of Rooms

OUTSIDE	INSIDE
On C Deck	On C Deck
707	703
714	704
715	On E Deck
On E Deck	753
734	758
742	759
748	On G Deck
749	820
On G Deck	843
800	844
810	845
824	On H Deck
848	904
861	914
834	918
839	941
On H Deck	942
907	932
910	956
923	969
927	
948	
951	
953	
961	

**Par. 3—Second Class Staterooms, Color Scheme No. 14-C**

**Painter's Finish:**—No. 14 finish.

**Furniture:**—See Group 3, Sect. 2, part. 22.

**Carpet:**—Dark red Bundhar Wilton with black regular design.

**Curtains, etc.:**—Natural color Cartridge silk No. 2610 as follows, bound in red Cartridge silk to match carpet; port curtains and tie-backs (only outside rooms)—door curtains—berth curtains and tie-backs—pillow covers.

**Upholstery:**—Backs and seats of sofas covered with machine made tapestry with small regular pattern or simple floral design.

**Accessories:**—Parcel racks—life belt racks—electric fans—2 pillows for each sofa—grab handles of white enamel and hardwood—ladders—sliding shutters of wood (only outside rooms)—trunk runners.

## List of Rooms

OUTSIDE	INSIDE
On C Deck	On C Deck
709	702
712	708
718	On E Deck
719	754
On E Deck	760
738	761
746	On G Deck
751	818
On G Deck	842
802	852
814	853
828	857
835	On H Deck
838	900
849	905
On H Deck	919
908	945
929	946
958	933
922	934
925	957
926	967
949	903
950	966
962	

Par. 4—Second Class Staterooms, Color Scheme No. 14-D

Painter's Finish:—No. 14 finish.

Furniture:—See Group 3, Sect. 2, part. 22.

Carpet:—Dark blue green Bundhar Wilton with black regular design.

**Curtains, etc.:**—Natural color Cartridge silk No. 2610 as follows, bound in blue green Cartridge silk to match carpet; port curtains and tie-backs (only outside rooms)—door curtains—berth curtains and tie-backs—pillow covers.

**Upholstery:**—Backs and seats of sofas covered with machine made tapestry with small regular pattern or simple floral design.

**Accessories:**—Parcel racks—life belt racks—electric fans—2 pillows for each sofa—grab handles of white enamel and hardwood—ladders—sliding shutters of wood (only outside rooms)—trunk runners.

## List of Rooms

OUTSIDE	INSIDE
On C Deck	On C Deck
710	706
711	On E Deck
717	752
On E Deck	756
736	766
744	On G Deck
747	830
762	833
763	854
On G Deck	On H Deck
806	902
816	913
826	917
837	920
840	937
847	938
850	944
859	947
On H Deck	930
911	935
924	954
960	959
965	964

## SECTION 10

## THIRD CLASS PUBLIC ROOMS

Par. 1—Third Class Ladies' Lounge (D Deck)

Painter's Finish:—See Group 2, Sect. 4, par. 23.

Furniture:—15 side chairs, No. 38—19 arm chairs—10 square tables, 1 ft. 6 in.—2 square tables, 3 ft.—2 round tables, 2 ft. 6 in.—1 oblong table, 2 ft. by 5 ft.—7 sofas—2 single desks.

**Carpet:**—None.

**Draperies:**—12 prs. curtains and 12 valances of printed Cartridge silk, simple all-over design with colored background, lined and made to draw—12 prs. tie-backs for same from same material—7 prs. pillow covers of same material.

**Upholstery:**—All upholstered furniture to be covered with good quality mohair and put on with plain gimp.

**Accessories:**—2 inkwells—2 waste baskets—7 pillows of No. 1 Java Kapok—1 clock—pictures.

#### Par. 2—Third Class Smoking Room (D Deck)

**Painter's Finish:**—See Group 2, Sect. 4, par. 23.

**Furniture:**—22 side chairs—20 arm chairs—5 square tables, 2 ft.—8 square tables, 1 ft. 6 in.—9 sofas—6 single desks—4 cabinets.

**Carpet:**—None.

**Draperies:**—12 prs. curtains and 12 valances of heavy repp, lined and made to draw—12 prs. cotton tie-backs for same.

**Upholstery:**—All upholstered furniture to be covered with Craftsman special quality Du Pont fabricoid put on plain with imitation leather gimp.

**Accessories:**—6 inkwells—6 waste baskets—1 clock—pictures.

#### Par. 3—Third Class Dining Saloon (E Deck)

**Painter's Finish:**—See Group 2, Sect. 4, par. 23.

**Furniture:**—515 stock swivel chairs—9 tables, 2 ft. by 7 ft. 6 in.—2 tables, 2 ft. by 9 ft.—2 tables 2 ft. by 10 ft.—6 tables, 2 ft. by 13 ft.—1 table, 2 ft. by 14 ft. 6 in.—6 tables, 2 ft. by 15 ft.—2 tables, 2 ft. by 15 ft. 6 in.—2 tables, 2 ft. by 16 ft.—2 tables, 2 ft. by 16 ft. 6 in.—2 tables, 2 ft. by 17 ft.—2 tables, 2 ft. by 22 ft. 6 in.—2 tables, 2 ft. by 23 ft.—2 tables, 2 ft. by 23 ft. 6 in.—7 oblong tables, 8 ft. by 2 ft.—2 dressers—5 built-in sofas.

**Carpet:**—None.

**Draperies:**—18 prs. port curtains and valances of Cartridge silk printed floral or fruit design—with ecru background—lined and made to draw.

**Upholstery:**—All seats of swivel chairs to be upholstered and covered with Craftsman Special Quality of Du Pont Fabricoid—put on plain with imitation leather gimp.

**Accessories:**—1 clock—18 roller shades.

### SECTION 11

#### OFFICERS' ACCOMMODATION

**Par. 1—Captain's and Deck Officers' Rooms, Messrooms, etc. (Bridge Deck)**

**Painter's Finish:**—Old Ivory.

**Furniture:**—19 odd chairs—4 tables, large top, 3 ft. 4 in., No. 11—1 oblong table, 10 ft. by 2 ft. 6 in.

**Carpet:**—Use, if possible, old carpets from first-class staterooms, or Bundhar Wilton.

**Draperies:**—25 prs. window curtains and 25 valances of colored Cartridge silk made and trimmed as for first-class staterooms—25 prs. tie-backs for same of same material—bed spreads and pillow covers also of colored Cartridge silk and made as specified for first class—25 door curtains made of same material and like those heretofore specified for first class.

**Upholstery:**—All upholstered furniture to be covered with sturdy machine made tapestry, put on plain with gimp to match.

**Accessories:**—Down pillows for sofas—Ferrostat bottles—telephones—waste baskets—inkwells—drinking glasses—sliding shutters.

#### Par. 2—Purser's Stateroom (E Deck)

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish—existing stateroom.

**Furniture:**—1 built-in berth—1 sofa with leeboards—1 desk—1 single lavatory—1 wardrobe—1 side chair—1 radiator shelf.

**Carpet:**—Deep purple Bigelow Lowell Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. door curtains—1 pr. radiator curtains—1 pr. spreads—2 prs. pillow covers.

**Upholstery:**—Deep purple uncut Mohair on side chair—old gold imperial denim on sofa—2 old gold Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 telephone—1 electric fan—drinking glasses—2 down pillows—1 notice frame—glass soap dish—1 Ferrostat bottle.

#### Par. 3—Postal Clerk's Stateroom No. 1 (E Deck)

**Color Scheme:**—No. 2-A.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—1 bed—1 sofa—1 desk and dressing table combined—1 single lavatory—1 side chair—1 wardrobe—1 sofa with leeboards—1 night stand—1 table.



**Carpet:**—Dark heliotrope Bundhar Wilton with black regular design.  
**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains—1 pr. tie-back for same—1 valance—1 pr. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue uncut mohair on side chair—dark blue Imperial denim on sofa—2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—1 Fermostat bottle—drinking glasses—1 down pillow—1 roller shade—1 calendar and frame—1 notice frame—1 inkwell.

#### Par. 4—Postal Clerk's Stateroom, No. 2 (E Deck)

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—1 bed—1 desk—1 wardrobe—1 single lavatory—1 side chair—1 radiator shelf—1 sofa with leeboards—1 sofa—1 table.

**Carpet:**—Dark blue Bundhar Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 pr. port curtains—1 valance—1 pr. tie-backs for same—1 door curtain—1 pr. spreads—1 pr. pillow covers.

**Upholstery:**—Dark blue uncut mohair on side chair—dark blue Imperial denim on sofa—2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 free standing waste basket—1 telephone—1 electric fan—1 Fermostat bottle—drinking glasses—1 down pillow—1 roller shade—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

#### Par. 5—Chief Steward's Stateroom (E Deck)

**Color Scheme:**—No. 5.

**Painter's Finish:**—No. 5 finish—existing stateroom.

**Furniture:**—1 bed—1 sofa with leeboards—2 wardrobes, 1 containing safe—1 table—1 side chair—1 folding lavatory—1 radiator shelf—1 built-in chest of drawers with cupboard above.

**Carpet:**—Dark red Bundhar Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. spreads—2 prs. pillow covers—1 radiator curtain.

**Upholstery:**—Dark red uncut mohair on side chair—dark grey Imperial denim on sofa—2 dark grey Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—drinking glasses—2 down pillows—1 notice frame—1 glass soap dish—1 Fermostat bottle.

#### Par. 6—Asst. Chief Steward's Stateroom (E Deck)

**Color Scheme:**—No. 5-A.

**Painter's Finish:**—No. 5 finish—new stateroom.

**Furniture:**—1 bed—1 night stand—1 desk and dressing table combined—1 side chair—1 single lavatory—1 wardrobe—1 radiator shelf—1 table.

**Carpet:**—Deep purple Bundhar Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. spreads—2 prs. pillow covers—1 radiator curtain.

**Upholstery:**—Deep purple uncut mohair on side chair—old gold Imperial denim on sofa—2 old gold Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—drinking glasses—2 down pillows—1 notice frame—1 glass soap dish—1 Fermostat bottle.

#### Par. 7—Second Steward's Stateroom (F Deck)

**Color Scheme:**—No. 2.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—1 bunk—1 sofa with leeboards—1 desk and dressing table combined—1 single lavatory—1 wardrobe—1 radiator shelf—1 side chair.

**Carpet:**—Dark blue Bundhar Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 1 door curtain—1 pr. radiator curtains—1 pr. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue uncut mohair on side chair—dark blue Imperial denim on sofa—2 dark blue Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—1 life belt rack—3 trunk runners—1 secured waste basket—1 telephone—1 electric fan—1 Fermostat bottle—drinking glasses—2 down pillows—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

#### Par. 8—Asst. Second Stewards Stateroom (F Deck)

**Color Scheme:**—No. 2-B.

**Painter's Finish:**—No. 2 finish—new stateroom.

**Furniture:**—2 bunks—1 desk and dressing table combined—1 sofa with leeboards—2 wardrobes—1 single lavatory—1 side chair—1 table.

**Carpet:**—Dark blue green Bundhar Wilton with black regular design.

**Draperies:**—Cartridge silk No. 2610 as follows: 2 prs. port curtains—2 valances—2 prs. tie-backs for same—1 door curtain—2 prs. spreads—2 prs. pillow covers.

**Upholstery:**—Dark blue green uncut mohair on side chair—dark blue green Imperial denim on sofa—2 dark blue green Cartridge silk slip covers for sofa.

**Accessories:**—1 robe rack—1 book rack—3 life belt racks—1 secured waste basket—1 telephone—1 electric fan—drinking glasses—2 down pillows—2 roller shades—1 calendar and frame—1 notice frame—1 glass soap dish—1 inkwell.

**Par. 9—Officers' Rooms and Offices Designed as First Class Rooms**  
**List of Rooms**

Radio Office, on A Deck.  
Radio Operator's Room, on A Deck.  
Doctor's Office, on D Deck.  
Doctor's Waiting Room, on D Deck.  
Doctor's Stateroom, on D Deck.  
Passenger Dept. Office, on D Deck.  
Purser's Offices, on E Deck.  
Baggage Office, on E Deck.  
Chief Steward's Office, on E Deck.  
Chief Engineer's Office, on E Deck.  
Chief Engineer's Stateroom, on E Deck.  
Three First Engineers' Staterooms, on E Deck.  
Engineer Log Office, on E Deck.  
Asst. Doctor's Stateroom, on E Deck.  
Asst. Doctor's Stateroom, on F Deck.  
Restaurant Manager's Stateroom, on A Deck.  
Controller's Stateroom, on A Deck.  
Chef's Stateroom, on A Deck.

**Painter's Finish:**—Old Ivory.

**Furniture:**—32 side chairs—16 sofas—1 bed—12 regulation stateroom tables—1 square table, 4 ft.—1 round table, 3 ft.—4 desks.

**Carpet:**—Carpet rugs made from best of old first-class stateroom carpets.

**Draperies:**—Dark slate grey Cartridge silk port curtains and valances bound in color to match carpets. Door curtains, bedspreads and pillow covers made of same material as specified for first class staterooms. Also tie-backs made of same material for port curtains.

**Upholstery:**—All upholstered furniture to be covered with machine made tapestry, put on plain with gimp to match.

**Accessories:**—Down pillows for sofas—telephones—waste baskets—inkwells—drinking glasses—roller shades—electric fans, etc.

**GROUP 6**

**DESCRIPTION OF COLOR SCHEMES AND PAINTERS PROCESS**

**SECTION 1**

**DESCRIPTION OF COLOR SCHEMES**

**Par. 1—Color Scheme No. 1; First Class Staterooms, Painted**  
Bulkheads and Partitions:—Light Green.

Ceiling and Port Light Casings:—Lighter Green.

Base Boards:—Walnut Finish.

Door Sills:—Walnut Finish.

Water Stops:—Walnut Finish.

Electric Fan:—Color of Bulkheads.

Electric Fixtures:—Existing first class staterooms, color of bulkheads.

Racks and Waste Baskets:—Color of bulkheads.

Trunk Runners:—Walnut finish.

Entrance Door Curtain Poles:—Walnut finish.

Life Belt Racks:—Color of life belts.

Stanchions:—Cover with dark plum cowhide laced on up to height of about 54" and finished at top with Turk's Head, balance of Stanchion color of bulkheads.

Portable Furniture:—Beds walnut finish grained and metal cane antiqued. Chairs, tables and sofa legs walnut finish.

Semi-fixed Furniture:—Lavatories, desks and dressing-tables, night-stands and wardrobes light green. All legs of same walnut finish. Frames around triple mirror of dressing table walnut finish. All interior compartments of desks and dressing tables, nightstands, wardrobes and lavatories in natural finish. Desk tops painted deep plum with mottled finish like leather. Nightstand tops and shelves covered with linoleum painted deep plum.

Built-in Furniture:—Wardrobes, closets and lockers interior compartments light green.

Carpet:—Deep plum Bigelow Lowell Wilton with black regular design.

Port and Door Curtains and Draperies, etc.—Cartridge silk No. 2610, dyed deep plum and bound in darker shade of Cartridge Silk.

Bedspreads:—Cartridge Silk No. 2610, dyed plum, banded and monogrammed in deep plum like curtain binding.

Pillow Covers:—Cartridge Silk No. 2610, dyed plum and welted in deeper shade of same material.

Chair Coverings:—Deep plum uncut mohair, strea effect.

Sofa Coverings:—Deep plum Imperial Denim welted with same material.

Sofa Slip Covers:—Cartridge silk No. 2610 dyed plum and welted in deeper shade of same material.

**Par. 2—Color Scheme No. 1-A; First Class Staterooms, Painted**

Bulkheads and Partitions:—Light Green.

Ceiling and Portlight Casings:—Lighter Green.

Baseboards:—Walnut finish.

Water Stops:—Walnut finish.

Electric Fan:—Color of bulkheads.

Electric Fixtures:—Existing first-class staterooms, color of bulkheads.

Racks and Waste Baskets:—Color of bulkheads.

Trunk Runners:—Walnut finish.

Entrance Door Curtain Poles:—Walnut finish.

Life Belt Racks:—Color of life belts.

Stanchions:—Cover with dark green cowhide laced on up to a height of about 54" and finished at top with Turk's Head, balance of stanchion color of bulkheads.

Portable Furniture:—Beds walnut finish, grained, and metal cane antiqued. Chairs, tables and sofa legs walnut finish.

Semi-fixed Furniture:—Lavatories, desks and dressing-tables, nightstands and wardrobes light green. All legs of same walnut finish. Frames around triple mirror of dressing table walnut finish. All interior compartments of desks, dressing tables, nightstands, wardrobes and lavatories in natural finish. Shelves over radiators walnut finish, desk tops painted a shade of mahogany with mottled finish like leather. Nightstand tops and shelves covered with linoleum painted a deep shade of mahogany.

Built-in Furniture:—Wardrobes, closets and lockers interior compartments light green.

Carpet:—Dark Green Bigelow Lowell Wilton with black or darker shade of green regular design.

Port and Door Curtain and Draperies, etc:—Cartridge silk No. 2610 dyed mahogany and bound in darker shade of same material.

Bedspreads:—Cartridge silk No. 2610, dyed mahogany, banded and monogrammed in deeper shade of mahogany.

Pillow Covers:—Cartridge silk No. 2610 mahogany, and welted in darker shade of same material.

Chair Coverings:—Deep mahogany uncut mohair, strea effect.

Sofa Coverings:—Deep mahogany Imperial denim welted with same material.

Sofa Slip Covers:—Cartridge silk No. 2610, dyed mahogany and welted in darker shade of same material.

**Par. 3—Color Scheme No. 2—First Class Staterooms, Painted**

Bulkheads and Partitions:—Corn color (like C-132).

Ceiling and Portlight Casings:—Pale yellow (like C-132).

Base Boards:—Walnut finish.

Door Sills:—Walnut finish.

Water Stops:—Walnut finish.

Electric Fixtures:—Existing first-class staterooms, color of bulkheads.

Electric Fan:—Color of bulkheads.

Racks and Waste Baskets:—Color of bulkheads.

Trunk Runners:—Walnut finish.

Entrance Door Curtain Poles:—Walnut finish.

Life Belt Racks:—Color of life belts.

Stanchions:—Cover with dark blue cowhide laced on up to a height of about 54" and finished at top with Turk's Head, balance of stanchion color of bulkhead.

Portable Furniture:—Beds, walnut finish, grained, and metal cane antiqued. Chairs, sofas, and table legs, walnut finish.

Semi-fixed Furniture:—Lavatories, desks, dressing tables, nightstands and wardrobes, corn color. All legs of same walnut finish. Frames around triple mirror of dressing tables, walnut finish. All interior compartments of desks, dressing tables, nightstands, wardrobes and lavatories in natural finish. Shelves over radiators walnut finish. Desk tops painted dark blue with mottled finish like leather. Nightstand tops and shelves covered with linoleum painted dark blue.

Built-in Furniture:—Wardrobes, closets and lockers interior compartments corn color.

Carpet:—Dark Blue Bigelow Lowell Wilton with black regular design (like C-132).

Port and Door Curtains, Draperies, Etc.—Cartridge Silk No. 2610, dyed old blue and bound in a darker shade of the same material.

Bedspreads:—Cartridge Silk No. 2610, dyed old blue, banded and monogrammed in dark blue.

Pillow Covers:—Cartridge silk No. 2610, dyed old blue and welted in darker shade of same material.

Chair Coverings:—Dark blue uncut mohair, strea effect.

Sofa Coverings:—Dark blue Imperial denim welted with same material.

Sofa Slip Covers:—Cartridge silk No. 2610, dyed dark blue and welted in same material dyed old blue.

**Par. 4—Color Scheme No. 2-A; First Class Staterooms, Painted**

Bulkheads and Partitions:—Corn color.

Ceiling and Portlight Casings:—Pale yellow.

Base Boards:—Walnut finish.

Door Sills:—Walnut finish.

Water Stops:—Walnut finish.

Electric Fans:—Color of bulkheads.

Electric Fixtures:—Existing first-class staterooms—color of bulkheads.

Racks and Waste Baskets:—Color of bulkheads.

Trunk Runners:—Walnut finish.

Entrance Door Curtain Poles:—Walnut finish.

Life Belt Racks:—Color of Life Belts.

Stanchions:—Cover with dark heliotrope cowhide laced on up to a height of about 54" and finished at top with Turk's Head—balance of stanchion color of bulkheads.

Portable Furniture:—Beds walnut finish, grained, and metal cane antiqued. Chairs, tables and sofa legs walnut finish.

Semi-fixed Furniture:—Lavatories, desks, dressing tables, nightstands and wardrobes corn color. All legs of same walnut finish. All interior compartments of desks and dressing tables, nightstands, wardrobes and lavatories in natural finish. Frames around triple mirror of dressing table walnut finish. Shelves over radiators walnut finish. Desk tops painted dark heliotrope with mottled finish like leather. Nightstands and shelves covered with linoleum painted dark heliotrope.

Built-in Furniture:—Wardrobes, closets and lockers interior compartments corn color.

Carpet:—Dark heliotrope Bigelow Lowell Wilton with black regular design or design of darker tone than carpet.

Port and Door Curtains and Draperies, Etc.:—Cartridge silk No. 2610, dyed heliotrope and bound in a darker shade of same material.

Bedspreads:—Cartridge silk No. 2610, dyed heliotrope and banded and monogrammed in deep tone of same material.

Pillow Covers:—Cartridge silk No. 2610, dyed heliotrope and welted in darker shade of same material.

Chair Coverings:—Dark heliotrope uncut mohair, strea effect.

Sofa Coverings:—Dark heliotrope Imperial Denim welted with same material.

Sofa Slip Covers:—Cartridge Silk No. 2610, dyed dark heliotrope and welted in material of a lighter shade.

**Par. 5—Color Scheme No. 2-B; First Class Staterooms, Painted**

Bulkheads and Partitions:—Corn color.

Ceiling and Portlight Casings:—Pale yellow.

Base Boards:—Walnut finish.

Door Sills:—Walnut finish.

Water Stops:—Walnut finish.

Electric Fan:—Color of bulkheads.

Electric Fixtures:—Existing first-class staterooms—color of bulkheads.

Racks and Waste Baskets:—Color of bulkheads.

Trunk Runners:—Walnut finish.

Entrance Door Curtain Poles:—Walnut finish.

Life Belt Racks:—Color of life belts.

Stanchions:—Cover with dark blue green cowhide laced on up to a height of about 54" and finished at top with Turk's Head—balance of stanchion color of bulkhead.

Portable Furniture:—Beds walnut finish grained and metal cane antiqued. Chairs, tables and sofa legs walnut finish.

Semi-fixed Furniture:—Lavatories, desks and dressing tables, nightstands and wardrobes corn color. All legs of same walnut finish. Frames around triple mirror of dressing table walnut finish. All interior compartments of desks and dressing tables, nightstands, wardrobes and lavatories in natural finish. Shelves over radiators walnut finish. Desk tops painted dark blue green with mottled finish like leather. Nightstand tops and shelves covered with linoleum painted dark blue green.

Built-in Furniture:—Wardrobes, closets and lockers interior compartments corn color.

Carpet:—Dark blue green Bigelow Lowell Wilton with black regular design.

Port and Door Curtains and Draperies, Etc.:—Cartridge silk No. 2610, dyed blue green and bound in darker shade of Cartridge silk.

Bedspreads:—Cartridge silk No. 2610, dyed blue green—banded and monogrammed in dark blue green like curtain binding.

Pillow Covers:—Cartridge Silk No. 2610 dyed blue green and welted in deeper shade of same material.

Chair Coverings:—Dark blue green uncut mohair, strea effect.

Sofa Coverings:—Dark blue green Imperial Denim welted with same material.

Sofa Slip Covers:—Cartridge silk No. 2610 dyed blue green and welted in deeper shade of same material.

**Par. 6—Color Scheme No. 3; First Class Staterooms, Painted**

Bulkheads and Partitions:—Light grey.

Ceiling and Portlight Casings:—Lighter grey.

Base Boards:—Walnut finish.

Door Sills:—Walnut finish.

Water Stops:—Walnut finish.

Electric Fan:—Color of bulkheads.

Electric Fixtures:—Existing first-class staterooms—color of bulkheads.

Racks and Waste Baskets:—Color of bulkheads.

Trunk Runners:—Walnut finish.

Entrance Door Curtain Poles:—Walnut finish.

Life Belt Racks:—Color of life belts.

Stanchions:—Cover with dark tan cowhide laced on up to a height of about 54" and finished at top with Turk's Head—balance of stanchion color of bulkheads.

Portable Furniture:—Beds walnut finish grained and metal cane antiqued. Chairs, tables and sofa legs walnut finish.

Semi-fixed Furniture:—Lavatories, desks and dressing tables, nightstands and wardrobes light grey. All legs of same walnut finish. Frames around triple mirror of dressing table walnut finish. All interior compartments of desks and dressing tables, nightstands, wardrobes and lavatories in natural finish. Shelves over radiators walnut finish. Desk tops painted pomegranate red with mottled finish like leather. Nightstand tops and shelves covered with linoleum painted pomegranate red.

Built-in Furniture:—Wardrobes, closets and lockers interior compartments light grey.

Carpet:—Dark tan Bigelow Lowell Wilton carpet with black regular design.

Port and Door Curtains and Draperies, Etc.:—Cartridge silk No. 2610, dyed pomegranate red and bound in darker shade of pomegranate Cartridge Silk.

Bedspreads:—Cartridge silk No. 2610, dyed pomegranate red, banded and monogramed in darker shade like curtain binding.

Pillow Covers:—Cartridge silk No. 2610, dyed pomegranate red and welted in darker shade of same material.

Chair Coverings:—Greyish Tan uncut mohair, strea effect.

Sofa Coverings:—Dark tan Imperial Denim welted with same material.

Sofa Slip Covers:—Cartridge Silk No. 2610 dyed dark brown and welted in pomegranate red of same material.

**Par. 7—Color Scheme No. 3-A; First-Class Staterooms, Painted**

Bulkheads and Partitions:—Light grey.

Ceiling and Portlight Casings:—Lighter grey.

Base Boards:—Walnut finish.

Door Sills:—Walnut finish.

Water Stops:—Walnut finish.

Electric Fan:—Color of bulkheads.

Electric Fixtures:—Existing first-class staterooms—color of bulkheads.

Racks and Waste Baskets:—Color of bulkheads.

Trunk Runners:—Walnut finish.

Entrance Door Curtain Poles:—Walnut finish.

Life Belt Racks:—Color of life belts.

Stanchions:—Cover with dark tan cowhide laced on up to a height of about 54" and finished at top with Turk's Head—balance of stanchion color of bulkheads.

Portable Furniture:—Beds walnut finish grained and metal cane antiqued. Chairs, tables and sofa legs walnut finish.

Semi-fixed Furniture:—Lavatories, desks and dressing tables, nightstands and wardrobes light grey. All legs of same walnut finish. Frames around triple mirror of dressing table walnut finish. All interior compartments of desks and dressing tables, nightstands, wardrobes and lavatories in natural finish. Shelves over radiators walnut finish. Desk tops painted orange with mottled finish like leather. Nightstand tops and shelves covered with linoleum painted orange.

Built-in Furniture:—Wardrobes, closets and lockers interior compartments light grey.

Carpet:—Dark tan Bigelow Lowell Wilton with black regular design.

Port and Door Curtains and Draperies, Etc.:—Cartridge silk No. 2610 dyed orange and bound in darker shade of Cartridge silk.

Bedspreads:—Cartridge Silk No. 2610, dyed orange—banded and monogramed in deeper shade like curtain binding.

Pillow Covers:—Cartridge Silk No. 2610, dyed orange and welted in deeper shade of same material.

Chair Coverings:—Greyish tan uncut mohair, strea effect.

Sofa Coverings:—Greyish tan Imperial Denim welted with same material.



Sofa Slip Covers:—Cartridge silk No. 2610, dyed brown and welted in orange.

**Par. 8—Color Scheme No. 4; First Class Staterooms, Painted**

Bulkheads and Partitions:—Light tan.

Ceiling and Portlight Casings:—Lighter tan.

Base Boards:—Walnut finish.

Door Sills:—Walnut finish.

Water Stops:—Walnut finish.

Electric Fan:—Color of bulkheads.

Electric Fixtures:—Existing first-class staterooms—color of bulkheads.

Racks and Waste Basket:—Color of bulkheads.

Trunk Runners:—Walnut finish.

Entrance Door Curtain Poles:—Walnut finish.

Life Belt Racks:—Color of Life Belts.

Stanchions:—Cover with dark brown cowhide laced on up to a height of about 54" and finished at top with Turk's Head—balance of stanchion color of bulkhead.

Portable Furniture:—Beds walnut finish grained and metal cane antiqued. Chairs, tables and sofa legs walnut finish.

Semi-fixed Furniture:—Lavatories, desks and dressing tables, nightstands and wardrobes light tan. All legs of same walnut finish. Frames around triple mirror of dressing table walnut finish. All interior compartments of desks and dressing tables, nightstands, wardrobes and lavatories in natural finish. Shelves over radiators, walnut finish. Desk tops painted blue green with mottled finish like leather. Nightstand tops and shelves covered with linoleum painted blue green.

Built-in Furniture:—Wardrobes, closets and lockers interior compartments light tan.

Carpet:—Dark brown Bigelow Lowell Wilton with black regular design.

Port and Door Curtains, Draperies, Etc.:—Cartridge silk No. 2610, dyed blue green and bound in darker shade of Cartridge silk.

Bedspreads:—Cartridge Silk No. 2610, dyed blue green and banded and monogramed in deep blue green like curtain binding.

Pillow Covers:—Cartridge Silk No. 2610, dyed blue green and welted in darker shade of same material.

Chair Coverings:—Dark blue green uncut mohair, strea effect.

Sofa Coverings:—Dark blue green Imperial Denim welted with same material.

Sofa Slip Covers:—Cartridge silk No. 2610, dyed blue green and welted in darker shade of same material.

**Par. 9—Color Scheme No. 4-A; First Class Staterooms, Painted**

Bulkheads and Partitions:—Light tan.

Ceiling and Portlight Casings:—Lighter tan.

Base Boards:—Walnut finish.

Door Sills:—Walnut finish.

Water Stops:—Walnut finish.

Electric Fan:—Color of bulkheads.

Electric fixtures:—Existing first-class staterooms—color of bulkheads.

Racks and Waste Baskets:—Color of bulkheads.

Trunk Runners:—Walnut finish.

Entrance Door Curtain Poles:—Walnut finish.

Life Belt Racks:—Color of life belts.

Stanchions:—Cover with dark brown cowhide laced on up to a height of about 54" and finished at top with Turk's head—balance of stanchion color of bulkheads.

Portable Furniture:—Beds walnut finish, grained and metal cane antiqued. Chairs, tables and sofa legs walnut finish.

Semi-fixed Furniture:—Lavatories, desks and dressing tables, nightstands and wardrobes light tan. All legs of same walnut finish. Frames around triple mirror of dressing table walnut finish. All interior compartments of desks and dressing tables, nightstands, wardrobes and lavatories in natural finish. Desk tops painted dark Mulberry with mottled finish, like leather. Nightstand tops and shelves covered with linoleum painted deep Mulberry.

Built-in Furniture:—Wardrobes, closets and lockers interior compartments light tan.

Carpet:—Dark brown Bigelow Lowell Wilton with black regular design.

Port and Door Curtains and Draperies, Etc.:—Cartridge silk No. 2610 dyed mulberry and bound in darker shade of Cartridge silk.

Bedspreads:—Cartridge silk No. 2610, dyed mulberry and banded and monogramed in deep mulberry like curtain binding.

Pillow Covers:—Cartridge silk No. 2610, dyed mulberry and welted in deeper shade of same material.

Chair Coverings:—Deep mulberry uncut mohair, strea effect.

Sofa Coverings:—Deep mulberry Imperial Denim welted with same material.

Sofa Slip Covers:—Cartridge silk No. 2610, dyed mulberry and welted in deeper shade of same material.

**Par. 10—Color Scheme No. 5; First Class Staterooms, Painted**

Bulkheads and Partitions:—Ivory.  
Ceiling and Portlight Casings:—Cream.  
Base Boards:—Walnut finish.  
Door Sills:—Walnut finish.  
Water Stops:—Walnut finish.  
Electric Fan:—Color of bulkheads.  
Electric Fixtures:—Existing first-class staterooms—color of bulkheads.

Racks and Waste Baskets:—Color of bulkheads.  
Trunk Runners:—Walnut finish.  
Entrance Door Curtain Poles:—Walnut finish.  
Life Belt Racks:—Color of life belts.  
Stanchions:—Cover with dark red cowhide laced on up to a height of about 54" and finished at top with Turk's Head—balance of stanchion color of bulkheads.

Portable Furniture:—Beds walnut finish, grained and metal cane antiqued. Chairs, tables and sofa legs walnut finish.

Semi-fixed Furniture:—Lavatories, desks and dressing tables, nightstands and wardrobes ivory. All legs of same walnut finished. Frames around triple mirror of dressing table, walnut finish. All interior compartments of desks, dressing tables, nightstands, wardrobes and lavatories in natural finish. Shelves over radiators walnut finish. Desk tops painted red with mottled finish like leather. Nightstand tops and shelves covered with linoleum painted red.

Built-in Furniture:—Wardrobes, closets and lockers interior compartments ivory.

Carpet:—Dark red Bigelow Lowell Wilton with black regular design.

Port and Door Curtains and Draperies, Etc.:—Cartridge silk No. 2610 dyed dark grey and bound in red Cartridge silk.

Bedspreads:—Cartridge silk No. 2610, dyed grey and banded and monogramed in red.

Pillow Covers:—Cartridge Silk No. 2610, dyed grey and welted in red Cartridge silk.

Chair Coverings:—Dark red uncut mohair, strea effect.

Sofa Coverings:—Grey Imperial Denim welted in same.

Sofa Slip Covers:—Cartridge silk No. 2610, dyed grey and welted in red Cartridge silk.

**Par. 11—Color Scheme No. 5-A; First Class Staterooms, Painted**

Bulkheads and Partitions:—Ivory.  
Ceiling and Portlight Casings:—Cream.

Baseboards:—Walnut finish.

Door Sills:—Walnut finish.

Water Stops:—Walnut finish.

Electric Fan:—Color of bulkheads.

Electric Fixtures:—Existing first-class staterooms—color of bulkheads.

Racks and Waste Baskets:—Color of bulkheads.

Trunk Runners:—Walnut finish.

Entrance Door Curtain Poles:—Walnut finish.

Life Belt Racks:—Color of life belts.

Stanchions:—Cover with deep purple cowhide laced on up to a height of about 54" and finished at top with Turk's Head—balance of stanchion color of bulkhead.

Portable Furniture:—Beds walnut finish, grained and metal cane antiqued. Chairs, tables and sofa legs walnut finish.

Semi-fixed Furniture:—Lavatories, desks and dressing tables, nightstands and wardrobes ivory. All legs of same walnut finish. Frames around triple mirror of dressing tables walnut finish. All interior compartments of desks and dressing tables, nightstands, wardrobes and lavatories in natural finish. Shelves over radiators walnut finish. Desk tops painted purple with mottled finish like leather. Nightstand tops and shelves covered with linoleum painted purple.

Built-in Furniture:—Wardrobes, closets and lockers interior compartments painted ivory.

Carpet:—Dark purple Bigelow Lowell Wilton with black regular design.

Port and Door Curtains, Draperies, Etc.:—Cartridge silk No. 2610 dyed old gold and bound in purple Cartridge silk.

Bedspreads:—Cartridge silk No. 2610, dyed old gold, banded and monogramed in purple Cartridge silk.

Pillow Covers:—Cartridge silk No. 2610, dyed old gold and welted in purple Cartridge silk.

Chair Coverings:—Deep purple uncut mohair, strea effect.

Sofa Coverings:—Old gold Imperial Denim welted with same material.

Sofa Slip Covers:—Cartridge silk No. 2610, dyed old gold and welted in purple.

**Par. 12—Color Scheme No. 6; First Class Saloon, Painted.**

Bulkheads and Partitions:—Corn color.

Ceiling and Portlight Casings:—Pale yellow.

Base Boards:—Walnut finish.

Door Sills:—Walnut finish.

Water Stops:—Walnut finish.

Electric Fan:—Color of bulkheads.

Electric Fixtures:—Leave as found.

Racks and Waste Baskets:—Color of bulkheads.

Trunk Runners:—Walnut finish.

Entrance Door Curtain Poles:—Walnut finish.

Life Belt Racks:—Color of life belts.

Stanchions:—Covered with colored cowhide laced up to a height of about 54" and finished at top with Turk's Head—balance of stanchion color of bulkheads.

Portable Furniture:—Chairs, tables and sofa legs walnut finish. Table bases covered with colored top grain cowhide.

Semi-fixed Furniture:—Lavatories, desks and wardrobes corn color. All legs of same walnut finish. All interior compartments of desks, wardrobes and lavatories in natural finish. Shelves over radiators walnut finish. Desk tops colored Sumac Sheepskin, small hand tooled border.

Built-in Furniture:—Wardrobes, closets and lockers interior compartments corn color.

Carpet:—Colored Bigelow Lowell Wilton with small regular design.

Port and Door Curtains, Draperies, Etc.:—Cartridge silk No. 2610, block printed in all over gay design, trimmed with simple fringe in color.

Pillow Covers:—Cartridge silk No. 2610, blocked like curtains and welted with plain colored Cartridge silk.

Side Chair, Arm Chair, Sofa Coverings:—Uncut mohair, strea effect, in color to harmonize with curtains and carpet.

All-Over Upholstered Chair:—Cartridge silk No. 2610 blocked like curtains and welted with plain Cartridge silk in solid color from print.

#### Par. 13—Color Scheme No. 7; First Class Staterooms, Hardwood

Bulkheads and Partitions:—Red mahogany finish—panels of hardwood.

Ceiling and Portlight Casings:—Deep cream.

Base Boards:—Red mahogany finish.

Door sills:—Red mahogany finish.

Water Stops:—Red mahogany finish.

Electric Fan:—Red mahogany finish to tone with bulkheads.

Electric Fixtures:—Leave as found.

Racks and Waste Baskets:—Color of bulkheads.

Trunk Runners:—Mahogany finish.

Entrance Door Curtain Poles:—Mahogany finish.

Life Belt Racks:—Color of life belts.

Stanchions:—Dark green cowhide laced on up to a height of about 54" and finished at top with Turk's Head—balance of stanchion color of bulkheads.

Portable Furniture:—Beds mahogany finish grained and metal cane antiqued. Tables and sofa legs mahogany finish.

Semi-fixed Furniture:—Lavatories, desks, nightstands and wardrobes mahogany finish. Frames around triple mirrors of desks mahogany finish. All interior compartments of desks, nightstands, wardrobes and lavatories natural finish. Desk tops painted dark green with mottled finish like leather. Nightstand tops and shelves covered with linoleum painted dark green.

Built-in Furniture:—Wardrobes, closets and lockers interior compartments mahogany finish.

Carpet:—Dark green Bigelow Lowell Wilton with black regular design.

Port and Door Curtains, Draperies, Etc.:—Cartridge silk No. 2610, natural color background, block printed with small gay design, banded with Cartridge silk of solid color.

Bedspreads:—Natural color Cartridge silk No. 2610, banded and monogramed in solid color.

Pillow Covers:—Block printed Cartridge silk like curtains, welted with Cartridge silk color of banding on spread.

Chair Coverings:—Green uncut mohair.

Sofa Coverings:—Dark green Imperial Denim.

Sofa Slip Covers:—Block printed Cartridge silk like curtains welted with Cartridge silk color of banding on spread.

#### Par. 14—Color Scheme No. 8; First Class Staterooms, Hardwood

Bulkheads and Partitions:—Prima Vera—light walnut finish—panels of hardwood.

Ceiling and Portlight Casings:—Deep cream.

Base Boards:—Light walnut finish.

Door Sills:—Light walnut finish.

Water Stops:—Light walnut finish.

Electric Fans:—Light walnut finish.

Electric Fixtures:—Leave as found.

Racks and Waste Baskets:—Light walnut finish.

Trunk Runners:—Light walnut finish.

Entrance Door Curtain Poles:—Light walnut finish.

Life Belt Racks:—Color of life belts.

Stanchions:—Dark plum cowhide laced on up to a height of about 54" and finished at top with Turk's Head—balance of stanchion color of bulkhead.

Portable Furniture:—Bed light walnut finish, grained and metal cane antiqued. Table sofa legs light walnut finish.

Semi-fixed Furniture:—Lavatories, desks and dressing tables, nightstands and wardrobes light walnut finish. Frames around the triple mirror of dressing table light walnut finish. All interior compartments of desks, dressing tables, nightstands and lavatories in natural finish. Desk tops painted dark plum with mottled finish like leather. Nightstand tops and shelves covered with linoleum painted dark plum.

Built-in Furniture:—Wardrobes, closets and lockers interior compartments light walnut finish.

Carpet:—Dark plum Bigelow Lowell Wilton with black regular design.

Port and Door Curtains, Draperies, Etc.:—Cartridge silk No. 2610 natural background block printed with bright cheerful design in colors, banded with deep plum Cartridge silk.

Bedspreads:—Cartridge silk No. 2610, natural color banded and monogrammed in deep plum.

Pillow Covers:—Block printed Cartridge silk like curtains welted with Cartridge silk color of banding on spread.

Chair Coverings:—Deep plum uncut mohair.

Sofa Coverings:—Deep plum Imperial Denim.

Sofa Slip Covers:—Block printed Cartridge silk like curtains welted with Cartridge silk color of banding on spread.

#### Par. 15—Color Scheme No. 9; First Class Staterooms, Hardwood

Bulkheads and Partitions:—Dark walnut finish—panels of hardwood.

Ceiling and Portlight Casings:—Deep cream.

Base Boards:—Dark walnut finish.

Door Sills:—Dark walnut finish.

Water Stops:—Dark walnut finish.

Electric Fans:—Dark walnut finish.

Electric Fixtures:—Leave as found.

Racks and Waste Baskets:—Dark walnut finish.

Trunk Runners:—Dark walnut finish.

Entrance Door Curtain Poles:—Dark walnut finish.

Life Belt Racks:—Color of life belts.

Stanchions:—Dark blue cowhide laced on to a height of about

54" and finished at top with Turk's Head—balance of stanchion color of bulkheads.

Portable Furniture:—Beds dark walnut finish, grained and metal cane antiqued. Tables and sofa legs walnut finish.

Semi-fixed Furniture:—Lavatories, desks and dressing tables, nightstands and wardrobes dark walnut finish. Frames around triple mirrors of dressing tables dark walnut finish. All interior compartments of desks, dressing tables, nightstands and lavatories in natural finish. Desk tops painted dark blue with mottled finish like leather. Nightstand tops and shelves covered with linoleum painted dark blue.

Carpet:—Dark blue Bigelow Lowell Wilton with black regular design.

Built-in Furniture:—Wardrobes, closets and lockers interior compartments dark walnut finish.

Port and Door Curtains, Draperies, Etc.:—Cartridge silk natural background, block printed with bright, cheerful design in color—banded with dark blue Cartridge silk.

Bedspreads:—Natural color Cartridge silk banded and monogrammed in dark blue Cartridge silk.

Pillow Covers:—Cartridge silk natural color block printed like curtains and welted with plain colored Cartridge silk.

Chair Coverings:—Uncut mohair, blue or brown.

Sofa Coverings:—Imperial Denim, dark blue or brown.

Sofa Slip Covers:—Block printed Cartridge silk like curtains welted with Cartridge silk color of banding on spread.

#### Par. 16—Color Scheme No. 10; Saloon Hardwood, C-160

Bulkheads and Partitions:—Satinwood—wall panels covered with material selected.

Ceiling and Portlight Casings:—Deep cream.

Base Boards:—Satinwood finish.

Door Sills:—Satinwood finish.

Water Stops:—Satinwood finish.

Electric Fan:—Color of bulkheads.

Electric Fixtures:—Leave as found.

Racks and Waste Baskets:—Satinwood finish.

Entrance Door Curtain Poles:—Satinwood finish.

Portable Furniture:—Chairs, table and sofa legs satinwood finish. Table base covered with blue cowhide.

Semi-fixed Furniture:—Lavatories, desks and wardrobes satinwood finish. All interior compartments of lavatories, desks and wardrobes in natural finish. Desk top covered with Sumac Sheepskin toned blue and finished with small hand tooled border.

Built-in Furniture:—Wardrobes, closets and lockers interior compartments satinwood finish.

Carpet:—Blue Bigelow Lowell Wilton with small regular design.

Port and Door Curtains, Draperies, Etc.:—Heavy striped taffeta like curtains, welted in solid color taffeta.

Side Chair, Arm Chair and Sofa Coverings:—Blue uncut mohair, strea effect.

All-Over Upholstered Chair:—Heavy striped taffeta like curtains.

**Par. 17—Color Scheme No. 11; Saloon, Hardwood, C-161**

Bulkheads and Partitions:—Mahogany—wall panels covered with material to be selected.

Ceiling and Portlight Casings:—Deep cream.

Base Boards:—Mahogany finish.

Door Sills:—Mahogany finish.

Water Stops:—Mahogany finish.

Electric Fan:—Mahogany finish.

Electric Fixtures:—Leave as found.

Racks and Waste Basket:—Mahogany finish.

Entrance Door Curtain Poles:—Mahogany finish.

Portable Furniture:—Chairs, tables and sofa legs mahogany finish. Table base covered with green cowhide.

Semi-fixed Furniture:—Lavatories, desks and wardrobes mahogany finish. All interior compartments of desks, lavatories and wardrobes in natural finish. Desk tops covered with Sumac Sheepskin toned green and finished with small hand tooled border.

Built-in Furniture:—Wardrobes, closets and lockers interior compartments mahogany finish.

Carpet:—Green Bigelow Lowell Wilton small regular design.

Port, Door Curtains, Draperies, Etc.:—Heavy striped taffeta with simple fringe blocked in colors from stripes in taffeta.

Pillow Covers:—Heavy striped taffeta like curtains welted in solid color taffeta.

Side Chair, Arm Chair and Sofa Coverings:—Uncut mohair, strea effect, in color to harmonize with curtains and carpet, welted in same material.

All-Over Upholstered Chair:—Heavy striped taffeta like curtains welted in solid color.

**Par. 18—Color Scheme No. 12; Saloon, Hardwood, D-267**

Bulkheads and Partitions:—Maple, natural finish—wall panels in hand blocked linen selected.

Ceiling and Portlight Casings:—Deep cream.

Base Boards:—Maple finish.

Door Sills:—Maple finish.

Water Stops:—Maple finish.

Electric Fan:—Maple finish.

Electric Fixtures:—Leave as found.

Racks and Waste Baskets:—Maple finish.

Entrance Door Curtain Poles:—Maple finish.

Portable Furniture:—Chairs, tables and sofa legs maple finish. Table base covered with plum cowhide.

Semi-fixed Furniture:—Lavatories, desks and wardrobes maple finish. All interior compartments of desks, lavatories and wardrobes natural finish. Desk tops covered with Sumac Sheepskin toned plum and finished with small hand tooled border.

Built-in Furniture:—Wardrobes, closets and lockers interior compartments maple finish.

Carpet:—Plum colored Bigelow Lowell Wilton with small regular design.

Port and Door Curtains, Draperies, Etc.:—Heavy plum colored gros grain silk trimmed in silk fringe mixed colors.

Pillow Covers:—Heavy plum colored gros grain silk welted in silk of darker shade.

All-Over Upholstered Chair:—Heavy plum colored gros grain silk, welted in darker shade of same material.

Side Chair, Arm Chair and Sofa Coverings:—Uncut plum colored mohair, strea effect, welted in same material.

**Par. 19—Color Scheme No. 13; Saloon, Hardwood, D-274, and New Staterooms, Hardwood, on "E" and "F" Decks**

Bulkheads and Partitions:—Oak, full finish or butternut.

Ceiling and Portlight Casings:—Deep cream.

Base Boards:—Oak or butternut.

Door Sills:—Oak or butternut.

Water Stops:—Oak or butternut.

Electric Fan:—Oak or butternut finish.

Electric Fixtures:—Colonial brass.

Racks and Waste Baskets:—Oak or butternut finish.

Entrance Door Curtain Poles:—Oak or butternut finish.

Portable Furniture:—Chairs, tables and sofa legs oak or butternut finish. Table base covered with cowhide toned oak or butternut color.

Semi-fixed Furniture:—Lavatories, desks and wardrobes oak or butternut finish. All interior compartments of desks, lavatories and



wardrobes in natural finish. Desk top covered with Sumac Sheepskin, toned dark red and finished with small hand tooled border.

Built-in Furniture:—Wardrobes, closets and lockers interior compartments in oak or butternut finish.

Carpet:—Colored Bigelow Lowell Wilton with black regular design.

Port and Door Curtains, Draperies, Etc.:—Cartridge silk No. 2610 blocked in all-over design and bound in plain Cartridge silk.

Pillow Covers:—Cartridge silk No. 2610 same as curtains, welted in plain Cartridge silk.

Side Chair, Arm Chair, Sofa Coverings:—Brown uncut mohair, strewn effect, welted.

All-Over Upholstered Chair:—Cartridge silk No. 2610, blocked in all-over design and welted.

#### Par. 20—Color Scheme No. 14-A; Second Class Staterooms

Bulkheads and Partitions:—Cream white.

Ceiling and Portlight Casings:—Cream white.

Base Boards:—Color of furniture.

Door Sills:—Color of furniture.

Water Stops:—Color of furniture.

Electric fans:—Color of bulkheads.

Parcel Racks:—Color of bulkheads.

Life Belt Racks:—Color of furniture.

Stanchions:—Painted color of furniture up to a height of about 54".

Portable Furniture:—See specifications.

Built-in Furniture:—See specifications.

Carpet:—Bundhar Wilton in dark blue with black regular design.

Port, Berth and Door Curtains:—Natural color of Cartridge silk 2610 with blue banding on edge to show on both sides, to match carpet.

Pillow Covers:—Natural color Cartridge silk 2610 welted in colored Cartridge silk to match carpet.

Sofa Coverings:—Upholstered back and seat covered with machine made tapestry.

Electric Fixtures:—Existing porcelain fixtures.

#### Par. 21—Color Scheme No. 14-B; Second Class Staterooms

Bulkheads and Partitions:—Cream white.

Ceiling and Portlight Casings:—Cream white.

Base Boards:—Color of furniture.

Door Sills:—Color of furniture.

Water Stops:—Color of furniture.

Electric Fans:—Color of bulkheads.

Parcel Racks:—Color of bulkheads.

Life Belt Racks:—Color of furniture.

Stanchions:—Painted color of furniture up to a height of about 54".

Portable Furniture:—See specifications.

Built-in Furniture:—See specifications.

Carpet:—Bundhar Wilton in dark mulberry with black regular design.

Port, Berth and Door Curtains:—Natural color Cartridge silk 2610 with mulberry banding on edge to show on both sides, to match carpet.

Pillow Covers:—Natural color Cartridge silk 2610 welted in colored Cartridge silk to match carpet.

Sofa Coverings:—Upholstered back and seat covered with machine made tapestry.

Electric Fixtures:—Existing porcelain fixtures.

#### Par. 22—Color Scheme No. 14-C; Second Class Staterooms.

Bulkheads and Partitions:—Cream white.

Ceiling and Portlight Casings:—Cream white.

Base Boards:—Color of furniture.

Door Sills:—Color of furniture.

Water Stops:—Color of furniture.

Electric Fans:—Color of bulkheads.

Parcel Racks:—Color of bulkheads.

Life Belt Racks:—Color of furniture.

Stanchions:—Painted color of furniture up to a height of about 54".

Portable Furniture:—See specifications.

Built-in Furniture:—See specifications.

Carpet:—Bundhar Wilton in dark red with black regular design.

Port, Berth and Door Curtains:—Natural color Cartridge silk 2610 with red banding on edge to show on both sides, to match carpet.

Pillow Covers:—Natural color Cartridge silk 2610 welted in colored Cartridge silk to match carpet.

Sofa Coverings:—Upholstered back and seat covered with machine made tapestry.

Electric Fixtures:—Existing porcelain fixtures.

#### Par. 23—Color Scheme No. 14-D; Second Class Staterooms

Bulkheads and Partitions:—Cream white.

Ceiling and Portlight Casings:—Cream white.

Base Boards:—Color of furniture.

- Door Sills:—Color of furniture.  
 Water Stops:—Color of furniture.  
 Electric Fans:—Color of bulkheads.  
 Parcel Racks:—Color of bulkheads.  
 Life Belt Racks:—Color of furniture.  
 Stanchions:—Painted color of furniture up to a height of about 54".  
 Portable Furniture:—See specifications.  
 Built-in Furniture:—See specifications.  
 Carpet:—Bundhar Wilton in dark blue green with black regular design.  
 Port, Berth and Door Curtains:—Natural color Cartridge silk 2610 with blue green banding on edge to show on both sides, to match carpet.  
 Pillow Covers:—Natural color Cartridge silk 2610 welted in colored Cartridge silk to match carpet.  
 Sofa Coverings:—Upholstered back and seat covered with machine made tapestry.  
 Electric Fixtures:—Existing porcelain fixtures.

## SECTION 2 PAINTER'S PROCESS

### Par. 1—First Class Public Rooms

For description see Group 2, Sect. 4, par. 3 to 11 inclusive.

### Par. 2—First Class Existing Staterooms, Suites, Lobbies, Stairs, Passages and Alcoves, in Soft Wood

The walls and ceilings shall be treated as follows: (a) Clean off grease; (b) One coat lead, oil and turpentine, allowed to dry 24 hrs.; (c) Fill all nail holes and imperfections with putty and sandpaper smooth; (d) One coat flat Ripolin or equal allowed one week to harden; (e) One coat Ripolin or equal, half flat, half gloss.

Where existing work is enameled, it shall be treated as follows: (a) Clean with soda; (b) Touch up with flat Ripolin; (c) Fill all imperfections with putty and sandpaper smooth; (d) One coat of flat Ripolin, allow one week to harden then sandpaper; (e) One coat of Ripolin, half flat, half gloss.

Note:—Sample Stateroom C-132 to serve as a general guide for the treatment of existing rooms to be painted or enameled.

The baseboards of above existing painted or enameled rooms and suites shall be painted dark, grained to imitate walnut and varnished two coats of Valspar, or equal.

The interior of built-in semi-fixed furniture not hardwood shall be treated as specified for painted or enameled existing woodwork, as the case may be.

The interior of hardwood, built-in and semi-fixed furniture with existing natural finish shall be treated as follows: (a) Clean off, touch up, bleach if necessary; (b) Two coats of Valspar, sandpaper between coats.

The black ornamental iron work of elevator shaft doors and of stairways shall be treated as specified for black ornamental iron work of First-Class Social Hall hereinafter specified, as follows: (a) Sandpaper smooth; (b) Two coats of white lead, linseed oil and turpentine; (c) one coat of Japan black, thinned with turpentine, to which shall be added small amount of Valspar, or equal as directed.

Bronze powder or gold leaf shall be used on ornaments of ornamental iron work where desired as originally treated.

### Par. 3—First Class Existing Outside Staterooms and Suites, Baluster Rails and All Grab Rails, in Hardwood

This work will remain natural finish as outlined in Group 1, Sect. 3, par. 4 and shall be treated as follows: (a) Remove finish with varnish remover and alcohol; (b) Neutralize with oil stain; (c) Three coats of Valspar, sandpaper with No. 00 sandpaper between each coat; (d) Rub with powered pumice and oil; (e) Rub dry with cloth.

The ceilings shall be treated as specified for first class existing enameled staterooms, etc., as follows: (a) Clean with soda; (b) Touch up with flat Ripolin; (c) Fill all imperfections with putty and sandpaper smooth; (d) One coat of flat Ripolin, allow one week to harden then sandpaper; (e) One coat of Ripolin, half flat, half gloss.

### Par. 4—First Class New Staterooms, Stairs, Lobbies, Passages and Alcoves, in Soft Wood

All stiles, rails and other soft wood, all wall panels, also all built-in and semi-fixed furniture, whether soft or hard wood, shall be treated as follows: (a) Prime with lead, oil and turpentine; (b) Shellac all pine; (c) One coat of white lead, linseed oil and turpentine, allowed to dry 48 hrs.; (d) Putty stop and fill all nail holes and imperfections and sandpaper smooth; (e) One coat white lead, linseed oil and turpentine allowed to dry 48 hrs. then sandpapered; (f) One coat of flat Ripolin, or equal allowed one week to harden then sandpapered; (g) One coat Ripolin, or equal, half flat, half gloss.

The ceilings of these places shall receive the following treatment:—(a) Prime with lead, oil and turpentine; (b) Shellac all pine; (c) One coat of white lead, linseed oil and turpentine allow to dry three days;

(d) Putty stop and fill all nail holes and imperfections and sandpaper smooth; (e) One coat of flat Ripolin, or equal, allow one week to harden then sandpaper; (f) One coat Ripolin, or equal, half flat, half gloss.

Note:—Sample Stateroom E-466 to serve as a general guide for the treatment of New Soft Wood staterooms.

New hardwood bases of rooms and new hardwood of passages, alcoves and lobbies shall be treated as follows: (a) Water stain color desired; (b) Fill all imperfections with putty and sandpaper smooth; (c) Three coats of Valspar, sandpaper with No. 00 between coats.

The interior of built-in and semi-fixed furniture built of hardwood shall receive the following treatment: Water stain color desired; (b) Fill all imperfections with putty; (c) Two coats of Valspar; sandpaper with No. 00 between the coats.

#### Par. 5—First Class New Outside Staterooms, in Hardwood

The walls, etc., shall be treated as follows: (a) Stain with water stain; (b) Two coats white beeswax thinned with turpentine and rubbed on; (c) Wipe off with cloth as desired.

The ceilings shall be treated as specified for ceilings of first class new soft wood staterooms, etc., as follows: (a) Prime with lead, oil and turpentine; (b) Shellac all pine; (c) One coat of white lead, linseed oil and turpentine, allow to dry three days; (d) Putty stop and fill all nail holes and imperfections and sandpaper smooth; (e) One coat of flat Ripolin or equal, allow one week to harden, then sandpaper; (f) One coat Ripolin, or equal, half flat, half gloss.

Note: Sample Stateroom D-274 will serve as guide for new hardwood rooms.

#### Par. 6—Second Class Public Rooms and Lobbies

For description, see Group 2, Sect. 4, par. 20.

#### Par. 7—Second Class Staterooms, Passages and Alcoves

All the new soft wood work and composition panels shall be treated as specified for first class new soft wood work of staterooms, etc., as follows: (a) Prime with lead, oil and turpentine; (b) Shellac all pine; (c) One coat of white lead, linseed oil and turpentine; allow to dry 48 hrs.; (d) Putty stop and fill all nail holes and imperfections, and sandpaper smooth; (e) One coat of white lead, linseed oil and turpentine, allow to dry 48 hrs. then sandpaper; (f) One coat Ripolin, or equal, half flat, half gloss.

All the new hardwood shall be treated as specified for first class new hardwood bases of rooms, etc., as follows: (a) Water stain color desired; (b) Fill all imperfections with putty and sandpaper smooth; (c) Three coats of Valspar, or equal; sandpaper with No. 00 between coats.

All the existing hardwood shall receive the following treatment: (a) Remove finish with varnish remover and alcohol; (b) Neutralize with oil stain; (c) Three coats of Valspar, or equal, sandpaper with No. 00 sandpaper between each coat; (d) Apply linseed oil and rub dry.

Ceilings of above places shall be treated as specified for ceilings in second class Public Rooms, as follows:—(a) Prime with lead, oil and turpentine; (b) Shellac all pine; (c) One coat of white lead, linseed oil and turpentine, allow to dry three days; (d) Putty stop and fill all nail holes and imperfections and sandpaper smooth; (e) One coat of flat Ripolin, or equal allow one week to harden then sandpaper; (f) One coat of Ripolin, or equal, half flat, half gloss.

Existing enameled ceilings shall be treated like ceilings of existing first class enameled staterooms, etc., as follows: (a) Clean with soda; (b) Touch up with flat Ripolin; (c) Fill all imperfections with putty and sandpaper smooth; (d) One coat of flat Ripolin, or equal, allow one week to harden then sandpaper smooth; (e) One coat Ripolin, or equal, half flat, half gloss.

Where structural steel is exposed it shall be treated as specified for painted or enameled woodwork in same locality, except that it shall be scaled where necessary and shall receive one coat of red lead where rusty.

The interior of new hardwood built-in and semi-fixed furniture shall be treated as follows:—(a) Water stain; (b) Fill all imperfections; (c) Two coats of Valspar.

The interior of hardwood built-in and semi-fixed furniture with existing natural finish shall be treated as follows:—(a) Clean off and touch up; (b) Two coats of Valspar.

Where any structural steel is exposed, it shall be treated as specified for painted or enameled woodwork in same locality except that it shall be scaled and receive one coat of red lead where necessary.

#### Par. 8—Third Class Public Rooms, Lobbies, Stairs, Staterooms, etc.

For description, see Group 2, Sect. 4, par. 23.

#### Par. 9—Fourth Class Public Rooms, Stairs and Staterooms

For description, see Group 2, Sect. 4, par. 24 and 25.

#### Par. 10—Officers' and Crew's Quarters

For description, see Group 2, Sect. 4, par 26 to 33 inclusive.

#### Par. 11—Toilets, Lavatories, Baths, Swimming Pool, etc., in Passenger and Crew's Accommodation

For description, see Group 2, Sect. 4, par. 18, 19, 22, 23, 25 and 26.

## GROUP 7 DECK COVERING

### SECTION 1

#### ITEMS TREATED UNDER THIS GROUP

Under this group the following are included, considered and dealt with:—

- (a) Composition deck covering (Litosilo).
- (b) Cork composition tile.
- (c) Linoleum.
- (d) Cork tile.
- (e) Rubber Tiling.
- (f) Ceramic Tile.

### SECTION 2

#### GENERAL NOTES RELATIVE TO DECK COVERING

It is clearly understood that the areas of floor covering given hereinafter are not guaranteed and repair or replacement of the amounts stated will not relieve the contractor from the necessity of doing further work in connection with floor covering to leave all this class of work in a first-class condition satisfactory to the Agent.

### SECTION 3

#### COMPOSITION FLOOR COVERING (LITOSILO)

##### Par. 1—General Requirements

The decks in the passenger, officers' and crew's spaces, with the exception of bath and toilet rooms, are laid with litosilo which is in a more or less undamaged condition and is to be put in first-class repair. The total area of this litosilo covering is about 275,000 sq. ft. About 31,000 sq. ft. of this, including the whole of the first-class Dining Saloon on F Deck, requires relaying, due to damage done to it while the vessel was being converted to a transport and during the service as such. Of the area not to be covered with cork composition tiling or carpets the surface of about 15,500 sq. ft. while intact, presents an unsatisfactory appearance and is to be resurfaced by removing the top part and by adding a layer of not over  $\frac{1}{2}$ " thick litosilo, the procedure not to increase the total weight of the covering. About 69,000 sq. ft. is at present covered with linoleum or carpets and the condition of the litosilo under the same

has not been ascertained, but the probability is that in most spaces it is satisfactory. It is understood that where the litosilo is to be covered with cork composition tile, carpets, etc., single shrinkage cracks, where not excessive, and where it is not apparent that the litosilo in way of same has loosened from the steel structure, need not be repaired.

##### Par. 2—First Class Public Rooms

The litosilo where damaged or punctured shall be repaired. In the 1st Class Dining Saloon where complete new deck covering is to be laid, asbestolith may be substituted for litosilo, if by doing so a saving in weight may result. Due to the necessity of embedding electric conduits in the deck covering of this room the same cannot be less than  $1\frac{1}{4}$ " to  $1\frac{3}{4}$ " thick. In the Restaurant where dancing floor is to be removed, the space about 21'x23' shall be filled in with litosilo, with a top wearing surface smoothed fit for dancing and with color mixed with it as directed.

##### Par. 3—First Class Suites and Staterooms and Passages and Alcoves on B, C and D Decks

The litosilo in these spaces is generally intact, requiring only local repairs.

##### Par. 4—First Class Suites and Staterooms and Passages and Alcoves on E and F Decks

These decks where the new staterooms and passages are to be built are laid with litosilo and the same is, in general, in fair condition, requiring only a moderate amount of repair. Where the litosilo has been penetrated by standees, squares about 6"x6" are to be cut out and filled in to obtain a satisfactory job.

##### Par. 5—Second Class Public Rooms, Passages and Alcoves

The litosilo deck covering is, in general, in good condition, requiring only local repair and possibly in some spaces resurfacing.

##### Par. 6—Second Class Staterooms, Passages, etc.

The deck in way of existing passages and staterooms, as well as where the new staterooms are to be constructed, are laid with litosilo, which is, in general, in fair condition, requiring only local repair, or possibly in some spaces resurfacing. In way of where standees have been fitted the litosilo is to be repaired in same manner as specified in Par. 4.

##### Par. 7—Third Class Public Rooms

The litosilo in these spaces is, in general, in good condition, requiring only local repair and in some spaces resurfacing.

##### Par. 8—Third Class Staterooms, Passages and Alcoves

The litosilo is, in general, in fair condition, requiring only local repair, or possibly in some spaces resurfacing. The latter is especially the case in lobbies, passages and alcoves where no cork composition tile

is to be laid and the litosilo consequently must present a finished appearance.

**Par. 9—Fourth Class Public Rooms**

The litosilo in the dining room is in fair condition but if so required, shall be resurfaced. In way of the Smoking Room and Lounge, where extensive changes are to be made, the litosilo shall be resurfaced or possibly relaid completely.

**Par. 10—Fourth Class Staterooms, Passages, etc.**

The litosilo is, in general, in good condition, requiring only local repair or possibly in some places resurfacing. Where open berthing spaces have replaced staterooms, the litosilo shall be resurfaced or completely relaid.

**Par. 11—Ship's Officers' Accommodations**

The litosilo deck covering in the offices, staterooms, passages and messrooms is in good condition requiring only local repair. It is to be relaid where changes are to be made in the arrangement of the rooms on the Bridge Deck.

**Par. 12—Deck Petty Officers' and Seamen's Accommodation**

The litosilo is in fair condition requiring only local repairs.

**Par. 13—Engineering Officers' Accommodations**

The litosilo is in good condition requiring only local repair except in passages where it shall be resurfaced.

**Par. 14—Engineering Petty Officers', Firemen's and Wiper's Accommodation**

The litosilo in way of the staterooms, messrooms and passages is in fair condition, requiring only local repair, except the passages which will be resurfaced.

**Par. 15—Medical Officer and Chief and Assistant Purser's and Clerks' Accommodation**

The litosilo in these quarters is practically intact requiring only minor repairs.

**Par. 16—Restaurant Manager's and Assistants', Chief and Assistant Stewards' and Chef's and Assistants' Accommodation**

The litosilo in these rooms is practically intact requiring only local repairs.

**Par. 17—Musicians, Stewards and Kitchen Force Accommodation**

The litosilo in these quarters is in general in fair condition; on G deck at No. 180-199 in way of new rooms litosilo is to be laid. Passages to be resurfaced where so required.

**Par. 18—Baggage Master's Room and Office**

The litosilo in all of the above spaces is practically intact, requiring only local repair and a small amount of resurfacing to put same in first class condition.

**Par. 19—Barber Shops and Ladies' Hairdressing and Manicuring Shops**

The litosilo in the First and Second Class barber shops and ladies hairdressing and manicuring shops will be removed. The litosilo in way of third class barber shop will remain and requires only local resurfacing.

**Par. 20—Printing Office, Printer's Room and Photographer's Dark Room**

The litosilo in these rooms is in fair condition, requiring only local repair and refinish.

**Par. 21—Passenger and Crew Hospitals and Dispensaries**

The litosilo to be repaired and resurfaced.

**Par. 22—Interior Communication and Switchboard Rooms and Telephone Central**

The litosilo in above places is in good condition but requires some resurfacing and minor repairs to put it in first-class condition, which shall be done.

**Par. 23—Linen Lockers, Closets, Etc.**

The litosilo floor covering has largely been removed and will have to be replaced as indicated on the contract plans. Where the litosilo is presently existing, repairs will be made to put same in first class condition.

**Par. 24—Litosilo Deck Covering in Way of Boat Stowage on C Deck**

For a portion of the exposed C deck in way of boat stowage litosilo covering is used in place of wood decking. This covering which shall be retained is in fair condition, requiring only a moderate amount of repair to put it in first class condition, and this shall be done.

**SECTION 4**

**CORK COMPOSITION TILE, LINOLEUM AND CORK TILE**

**Par. 1—General Requirements**

Cork composition tile  $\frac{1}{4}$ " thick, of quality equal to Be-ver and of color and pattern to be approved by the Agent who is prepared to give instructions as to patterns and colors required, will be laid on the litosilo in such public rooms, lobbies, passages, etc., of the first, second and third class and officers' quarters as are so specified hereinafter. The treads and between deck landings on the first, second and third class stairways will also be laid with similar cork composition tiling.

Where linoleum is specified it shall be  $\frac{1}{4}$ " thick of the Navy standard battleship quality, Wildes manufacture or equal. Where linoleum is laid, a quarter round hardwood strip shall be fitted around the



edges and nailed to the bulkhead sill for the purpose of holding the edges secure to the flooring.

Where cork tile is specified it shall be "Kennedy" or equal, approved by the Agent.

**Par. 2—First Class Public Rooms**

Linoleum is laid in the gymnasium and in lobbies and rubber tile on all stairsteps and landings. This will be removed and cork composition tile substituted. The Winter Garden is laid with rubber tiling, but the same is in bad condition and not in keeping with the finished scheme of the room, and it will be replaced with cork composition tile, quality and color and pattern to be approved.

**Par. 3—First Class Suites and Staterooms, Lobbies, Passages and Alcoves on B, C and D Decks**

The linoleum laid in the lobbies, passages and alcoves to be replaced with cork composition tile. No composition tile will be laid in the staterooms.

**Par. 4—First Class Suites and Staterooms, Lobbies, Passages and Alcoves on E and F Decks**

Certain portions of these spaces are laid with linoleum; this is to be removed and cork composition tile laid in all lobbies, passages and alcoves, but none in the staterooms.

**Par. 5—Swimming Pool**

The depressed walk around the swimming pool shall be laid with  $\frac{1}{2}$ " thick Kennedy or equal cork tile in same manner as specified herein-after in Par. 6; sample to be approved by the Agent.

**Par. 6—Second Class Public Rooms**

Cork composition tiling will be laid in the Smoking Room and Gymnasium, lobbies on C and D decks, and on all the steps and landings on Nos. 5, 6 and 7 and 8 stairs, the existing linoleum to be removed. The non-slipping treads on the steps on Nos. 7 and 8 stairway below E deck will be removed.

The 2nd Class Dining Saloon shall be laid with a Kennedy or equal cork tile floor  $\frac{1}{2}$ " thick laid in squares, with a border and a cork cover base. This flooring shall be set with a special elastic waterproof cement so applied as to seal hermetically and bind all joints. It shall be laid under enough lateral pressure to secure a compression of the cork tile equal to  $\frac{1}{16}$ " to the foot. At least six fine headless brads shall be used in each tile to hold it in place until this cement sets, the nails being driven well below the surface. After laying the cork, floor shall be finished to a smooth and even surface with a power sanding machine.

**Par. 7—Second Class Staterooms, Passages and Alcoves**

In the passages and alcoves on C Deck the present linoleum is to be removed and cork composition tiling substituted; in those below this

deck the litosilo will be covered with cork composition tiling. No cork composition tiling will be laid in the staterooms.

**Par. 8—Third Class Public Rooms**

Cork composition tiling will be laid in the Smoking Room, Ladies Lounge and in the Dining Saloon. No tile will be laid on the litosilo in the lobbies. The steps and between deck landings of the stairs will be laid with cork composition tiling. The non-slipping treads on No. 12 stairs between D and E Deck will be removed.

**Par. 9—Third Class Staterooms, Passages and Alcoves**

No cork composition tile will be laid in these spaces, but linoleum will be laid in the staterooms.

**Par. 10—Fourth Class Public Rooms, Staterooms, etc.**

No cork composition tile or linoleum will be laid in these spaces.

**Par. 11—Ship's Officers' Accommodations**

The linoleum in the rooms and passages and the rubber tile on the stairs leading to them shall be replaced by cork composition tiling.

**Par. 12—Engineering Officers' Accommodation**

Cork composition tile shall be laid in the staterooms, offices and messroom and the linoleum removed.

**Par. 13—Chief and Asst. Purser's and Clerks' Room, Officers, etc.**

The floors in this accommodation will be laid with cork composition tile and will replace linoleum where existing.

**Par. 14—Radio Rooms and Radio Operator's Room**

The linoleum in these spaces is to be removed and replaced with cork composition tile.

**Par. 15—Restaurant Manager's, Controller's and Chef's Staterooms and Offices**

Cork composition tile will be laid on the litosilo in these spaces.

**Par. 16—Chief and Assistant Stewards' and Stewardess' Accommodation, Chief Steward's Office, Second Class; Chief Steward, Third Class, and Chief Steward, Fourth Class; Chief Steward's and Assistant Chief Steward's Staterooms; Second Steward and Assistant Second Steward's Staterooms; First Class Steward's Staterooms; Chief Steward's, Second Class, and Assistant Chief Steward's Second Class, Staterooms; Second Class Steward's Staterooms.**

The floors of this accommodation are to be laid with cork composition tile.

**Par. 17—Chef's and Chiefs and Assistants of the Kitchen Forces' Accommodation**

These staterooms will be laid with cork composition tile.

**Par. 18—Baggage Masters' Room and Office**

These rooms will be laid with cork composition tile.

**Par. 19—Hospital Attendants' Room on "E" Deck**  
Linoleum shall be laid in this room.

## SECTION 5

### RUBBER TILING

The rubber tiling which is laid on the litosilo in the First Class Smoking Room and in the verandas of the special suites on C Deck shall be repaired as necessary to put it in a first class condition.

## SECTION 6

### CERAMIC TILE

#### Par. 1—General

The floors of all bath and toilet rooms are or were at one time laid with vitrified tile of various types and designs. In a number of instances this tile has been damaged and in some cases entirely removed. All of it is to be gone over carefully, repaired where damaged or not in first class condition and replaced where removed. Where replacements are to be done, the Agent will select the tile to be used.

#### Par. 2—First Class Private and Public Baths and Toilet Rooms

On A, B, C and D decks the tiling on the floors of the bath and toilet rooms is in good condition requiring only a moderate amount of repair, in addition to which some alteration must be made to it to suit the installation of new type bath tubs and toilets. In the rooms on E and F decks the tiling is not in as good condition and requires more extensive repair, but only in a few instances will it be necessary to completely relay a floor. In repairing the tile work special care must be taken to secure perfect match in color and pattern between the old and new tile. After the floors have been satisfactorily repaired, they shall be thoroughly cleaned and refinished.

In the two large suites forward on C deck, the walls of the bath rooms are tiled. With this exception none of the above referred to bath and toilet rooms is so treated, the walls and ceiling only painted, and no change will be made; this style of finish to be retained throughout.

#### Par. 3—Second Class Toilet Rooms and Bath Rooms

On the C and D Decks, the tiling on the floors of bath and toilet rooms is in good condition, requiring only a moderate amount of repair, in addition to which some alterations must be made to it to suit the installation of new type bath tubs and toilets. As, however, the tile cannot be duplicated, it is suggested that in some of the rooms the tile be taken up and used for repairing the other rooms and new tile,

as nearly as possible matching the original, laid in the former. This replacement will be approximately ten per cent of the total area of the rooms. In the rooms on E and G decks the tiling is in a very bad condition and will be replaced completely by new tiling of as nearly the same type, color, etc., as can be procured.

After the floors have been satisfactorily repaired and relaid, they shall be thoroughly cleaned and refinished.

#### Par. 4—Third Class Bath Rooms and Toilet Rooms

On the D Deck, the tiling on the floors of bath and toilet rooms is in good condition requiring only a moderate amount of repair, in addition to which some alterations must be made to suit the installation of new type bath tubs and toilets. As, however, the tile cannot be duplicated, it is suggested that in some of the rooms the tile be taken up and used for repairing the other rooms and new tile, as nearly as possible matching the original, laid in the former. This replacement will be approximately fifteen per cent of the total area of the rooms. In the toilet rooms and bath rooms on F deck about one-third of the tiled floor area is repairable, the balance must be relaid with new tiling, and on G Deck new tiling must be laid complete. Where new tiling is to be laid, it is to be as nearly of the same type, color, etc., as the original as can be procured.

After the floors have been satisfactorily repaired and relaid, they shall be thoroughly cleaned and refinished.

#### Par. 5—Fourth Class Toilet Rooms and Bath Rooms

The floor tiling in these bath, wash and toilet rooms is in general in a repairable condition, but owing to the fact that the make cannot be duplicated, it is suggested that in some of the rooms the tile be taken up and used for repairing the other rooms and new tile, as nearly as possible matching the original, laid in the former. This replacement will be approximately ten per cent of the total area of the rooms.

After the floors have been satisfactorily repaired and relaid, they shall be thoroughly cleansed and refinished.

#### Par. 6—Ship's Officers' Accommodations

The tiling in the bath and toilet rooms is in good condition requiring only a moderate amount of repair.

#### Par. 7—Deck Petty Officers' Accommodations

The tile in the wash and toilet spaces is in non-repairable condition and shall be replaced by tile of type to be approved.

#### Par. 8—Seamen's Accommodations

The tile in the wash and toilet spaces requires only minor repair.

**Par. 9—Engineering Officers' Accommodation**

The tiling in the bath and toilet rooms of the Engineering Officers' accommodation is in bad condition, requiring extensive repair, or if satisfactory repair cannot be made, then a complete renewal.

**Par. 10—Engineering Petty Officers' Accommodation**

The ceramic tile in washrooms and toilet spaces is in non-repairable condition and shall be replaced by tile of design, type and color to be approved.

**Par. 11—Firemen's and Wipers' Accommodation**

The tile in the wash and toilet spaces is in non-repairable condition, and shall be replaced by tile of design, color and type to be approved by the Agent.

**Par. 12—Restaurant Manager's and Attendants' Accommodation**

The tile in the toilet spaces of this accommodation is believed to be in repairable condition, and shall be put in first-class condition.

**Par. 13—Chef's and Kitchen Forces' Accommodation**

The tile on the floor of the wash and toilet rooms in the above accommodation in general is in a non-repairable condition, and will be replaced by tile of a color, quality and design to be approved by the Agent.

**Par. 14—Stewards', Musicians', Etc., Accommodation**

The tile on the floor of the bath, wash and toilet rooms in this accommodation is in non-repairable condition, and will be replaced by tile of quality and design to Agent's approval.

**Par. 15—Barber Shop and Ladies' Hairdressing and Manicuring Shops**

As stated in Section 3, paragraph 19, the litosilo is to be removed from the first and second class barber shops and ladies' hairdressing and manicuring shops. This covering will be replaced by ceramic tile of pattern, color and type to the Agent's satisfaction, and laid on Portland cement in usual manner, proper care to be taken that combings of the structure enclosing these spaces are made as watertight as practicable.

**Par. 16—Passenger and Crew Hospitals, Dispensaries and Operating Room and Bath and Toilet Rooms**

The vitreous tile in the Operating Room and the bath and toilet rooms is more or less intact, but requires local repair and reconditioning. Where missing portion of tile occurs, if it is possible to match same, this shall be done; if not, the whole of it will be removed and new tile of type, color, etc., to be approved, substituted. All this tile, if it is found practicable to do so, shall be laid with a sanitary cove.

## GROUP 8

### SWIMMING POOL ROOM, LIGHT BATH WATER TREATMENT ROOM AND DRESSING ROOMS

**Par. 1—General Tile, Etc., Work**

The original treatment of the swimming pool room, the light bath water treatment room, the showers, the dressing rooms and passages is considered satisfactory and with the exception of the pool proper, no material change will be made. All defective and missing tile, plaster and panel work, plaques and fittings will be replaced by material at least equal to the original and the rooms refinished completely to the Agent's satisfaction.

In the Swimming Pool all of the existing tiling on the sides and bottom is to be removed, as are also the terra cotta scuppers, the electric lights at the deep end of the pool and the metal and wood ladders leading into the pool. The concrete walls and bottom will then be thoroughly hacked and an overflow gutter formed at a practical point on the side walls. The most approved integral method of waterproofing the bottom and the sides will be applied. The entire bottom, sides and overflow gutter will be lined with  $\frac{3}{4}$ " vitrified ceramic tile laid in pattern, the design of which is to be approved, using large radius corners at intersection of vertical and horizontal angles forming the edge of the pool; the overflow gutter, hand rails, guide lines, numerals, etc., to be of same material. Tile ladders recessed in the wall will be fitted at the deep end of the pool and concrete steps at the shallow end. Necessary bronze strainers will be fitted in the hand rail and in the overflow gutter. The present marble slabs and ventilating grills around the coping will be removed, the concrete foundation thoroughly hacked and waterproofed and then covered with vitrified ceramic tile of non-slipping quality and of pattern to harmonize with the tile of the pool proper.

The tile now laid in the depressed walk around the pool shall be removed and after thoroughly waterproofing the bed it shall be covered with a Kennedy or equal cork tile floor as specified in Group VII, Section 4, par. 5 and 6.

The tiled columns around the pool to be thoroughly grouted and cleaned, and where the mosaic work is damaged, the same is to be repaired with new special mosaic to match the existing.

In the dressing rooms, showers, etc., around the pool room, the floors and bases will be thoroughly cleaned, regROUTED and repaired, and, in general, put in first-class repair.

In the light bath water treatment room all the present tile of the floor and walls will be removed. The walls will be treated in the most approved method with water-proof materials applied on galvanized perforated sheet lath, asphaltum coated. The floor will be covered with a ceramic vitrified tile of pattern to be selected and approved; the full height of the walls will be covered with either 3"x6" glazed white tile with panel effect of ceramic mosaic, or with a ceramic vitrified tile, all set in the most approved manner with suitable base and cap.

#### Par. 2—Marble Work

New marble treads and risers to match the present marble will be fitted for the stairs leading to the upper landing where these treads and risers have been broken, and as a new platform of marble is to be furnished, and all the marble and tile work in way of same to be thoroughly cleaned, regouted and refinished.

For the entrance lobby at the top of the stairs a new marble border will be furnished where the present border is damaged and the entire floor, marble border and base thoroughly cleaned, regouted and put in an absolutely first-class condition.

Marble benches will be provided and fitted on the coping around the swimming Pool and between the columns.

#### Par. 3—Workmanship

It is thoroughly understood that all work in conjunction with the Swimming Pool and adjoining rooms shall be executed by a firm who have specialized in this branch of the tile industry and that it must be done in the most approved manner and by specially skilled men.

Complete detailed plans of the Swimming Pool, Light Bath Water Treatment Room, etc., shall be submitted to the Agent for approval.

### GROUP 9

#### SERVICE REFRIGERATORS AND GENERAL STORAGE REFRIGERATING ROOMS ICE MAKING PLANT AND REFRIGERATING PIPING

##### Par. 1—Existing General Storage Refrigerating Rooms

These rooms, located on K deck, frames No. 53 to 77, to be completely gone over, and all wood, metal and tile work and hardware repaired and replaced where necessary and the rooms as a whole put in a strictly first class condition to the Agent's satisfaction.

##### Par. 2—Originally Installed Service Refrigerators

The originally installed service refrigerators to be completely gone over and all wood, metal and tile work and hardware repaired and replaced where necessary and the boxes as a whole put in strictly first-class condition to the Agent's satisfaction. Where for one reason or other these refrigerators have been entirely removed, they shall be replaced in a manner satisfactory to the Agent.

In practically all refrigerators, the doors are out of proportion to the size of the boxes, cannot be properly closed and are impractical for service use. The fronts of these refrigerators shall be removed and new fronts and doors, in sections as specified below, installed. The door frames and jambs to be cut from one block of clear white ash and fitted on the outer frame with removable and adjustable rubber packing. The doors to be insulated with three courses of 7/8" T & G sheathing, two inches of sheet cork and four layers of waterproof paper, and fitted with offset lock levers, and hinges of special design and type to be approved.

The bakery refrigerator on A Deck to be fitted with four half doors and butcher shop refrigerator with eight half doors. The cold pantry refrigerator on E deck to be fitted with eight half doors. On F deck the first-class pantry refrigerator will be fitted with one full height entrance door, the meat refrigerator with one full height entrance door and four half doors, the butcher shop refrigerator with one full height entrance door, the second class pantry refrigerator with four half doors, the pastry room refrigerator with one full height entrance door and the cold pantry with two full height entrance doors and two half doors. In the bakery an entirely new refrigerator 6'x4'x7'6" will be built.

##### Par. 3—New Service Refrigerators

For the use of 4th class and petty officer galleys on D Deck forward, two new service refrigerators shall be built, one in the aft end of the 4th galley and the other on E deck, starboard side, frame 257-262. The refrigerators in the galley shall be divided in three compartments, one for meat, one for butter and one for eggs and milk, with a common vestibule for these three compartments. The refrigerators on E deck to be in one compartment without vestibule and arranged to carry meat.

The refrigerators shall be built of tongued and grooved cypress, the outer casing and inner lining each to be double 7/8" boards with a 4" space between the casing and lining fitted with compressed cork slabs. Between each layer of wood and between the wood and the cork, tar felt or building paper shall be fitted.

The floor shall be covered with 8 lbs. sheet lead which shall be brought up 12" above the floor at all sides of the room. The walls and roof shall be lined with No. 22 galvanized sheet iron fastened with brass screws and seams made tight.

The doors shall be strongly built and insulated to the same thickness as the walls of the compartments and shall be fitted with and swung on heavy triple hinges of wrought iron and secured by double wedge lever lock of approved type.

The compartments shall be cooled by brine circulation. In the meat compartments, a temperature of 25° to 28° and in the butter, egg and milk compartments a temperature of 35° to 38° shall be maintained during service conditions and the brine piping shall be so proportioned. Thermometers and receptacles shall be provided for each compartment.

The compartments shall be fitted with meathooks and rails and with galvanized shelves and racks to suit the stores carried.

Each compartment shall be provided with suitable scuppers with strainers and traps.

#### Par. 4—Ice Making Plant and Refrigerating Piping

There shall be furnished and installed in a room on H deck starboard side Fr. 102-109 ice making sets of sufficient capacity to produce 6720 lbs. of ice each 24 hours in approximately 24 lb. cakes. A suitable size hardening tank shall also be provided. The contractor shall furnish and install the necessary brine supply and return piping carrying them to the refrigerating machinery room on K deck. The room shall be equipped with a small refrigerator for storage of surplus ice and with a lift for conveying the ice from the room to the cold pantry on F Deck, as shown on the contract plans.

To serve the two new service refrigerators on the D and E decks forward, brine piping shall be run from the refrigerating machinery room on K deck to the refrigerators. The pipes shall be extra strong iron pipes, 1½" supply and 2" return, and carried in the starboard wing coal bunker spaces on J Deck. They shall be well protected and supported and adequately insulated.

### GROUP 10

#### MISCELLANEOUS EQUIPMENT, ETC.

##### Par. 1—Delousing Plant

There shall be furnished two delousing machines equal to the Kny-Scheerer Corporation, 30"x42"x80" inside dimensions, machines, standard U. S. A. type. They shall be installed, one on the D deck aft and one on the E deck forward as shown on the contract plans and fitted up complete, including copper steam supply and exhaust piping and galvanized iron drain piping with all necessary valves, etc.

##### Par. 2—Moving Picture Machine Booth

There shall be provided one knock-down moving picture machine booth, to be used in the First Class Social Hall or other public rooms on the vessel as may be required. The booth shall be approximately 4'0"x6'0"x7'0" high and shall be constructed of ¼" asbestos boards in angle iron frame work and in about seven (7) readily handled sections, held firmly together with a minimum number of bolts or clamps. Consideration shall be given to make the various sections as light as practicable, consistent with durability. The booth shall in all respects comply with the Fire Underwriters' requirements. Electrical connections for the booth are dealt with in Title 6, Group 4. Detailed plans of the booth shall be submitted for approval and stowage place and rack shall be provided in suitable space for the various sections.

##### Par. 3—Life Preservers

There shall be provided 4500 life jackets suitable for adults and 450 suitable for children. The life jackets shall in all respects comply with the Steamboat Inspection Service requirements. They shall be stowed in racks provided for hereinbefore in all staterooms; in the 4th class open berthing space, they shall be placed in their respective berths. For the children's life jackets, special designed boxes shall be provided and distributed throughout the vessel in spaces to be designated by the Agent.

A notice frame of hardwood to match the surrounding joiner work shall be fitted in each stateroom where life jackets are placed to take standard printed notice giving location and adjustment of life jackets. Similar notice frame shall also be provided for 4th class open berthing space and in way of locations where children's life jacket stowage boxes are placed.

##### Par. 4—Draft Gauges

The vessel was originally equipped with Pneumercator type draft indicators with registering gauges on the bridge. There remains of this equipment only the three chambers at the ship's skin below the water line, one aft, one midship and one forward and the piping connecting these chambers to the bridge. There will be installed in connection with the existing equipment a Pneumercator draft indicating system, the existing equipment to be used as far as possible.



#### TITLE IV

#### GALLEYS AND PANTRIES

SECTION 1.  
GENERAL REQUIREMENTS

## Par. 1—General

These specifications are intended to cover the complete renovation and refitting of all galley, pantry, etc. spaces with their accessories and all necessary equipment for a complete satisfactory working of the parts is to be supplied and installed whether specially mentioned or not. All defective or missing parts shall be replaced. Each piece of equipment is to be installed complete with all necessary accessories, spare parts, fittings, piping, wiring, drains, etc.

All fittings, doors, serving windows, etc. where not otherwise specified, shall be put in first-class condition and working order. New metal bulkheads to be constructed where shown on plans with doors, windows, etc., and certain existing bulkheads removed to suit new or modified installation and the structure in way of such removals be put in first-class condition.

All pantries and galleys shall at convenient places have salt water taps with hose connections and racks with suitable length of hose for flushing floors. The taps are now in place, the same to be thoroughly overhauled and fitted with suitable hose connection.

All steel bulkheads in galleys and pantries, where not otherwise specified, shall be thoroughly cleaned, chipped, scaled, scraped, wire-brushed and painted with one coat of red lead and two coats of Rice's white guttapercha paint or equal, properly applied according to maker's directions.

Where hoods of ranges, etc. are painted, they shall be chipped, scaled, scraped and wire-brushed and then receive two coats of suitable fireproof paint, to be approved by the Agent.

## Par. 2—Deck Covering

The tile flooring in all of the galley and pantry compartments is in a more or less damaged and unsatisfactory condition, requiring extensive repairs. A careful examination shall be made of the flooring to ascertain whether the concrete foundation in any place is not secured to the steel deck plating and where this is the case, the tile and the foundation shall be removed and new foundation laid. Everywhere where the tile is damaged, loose or missing, it shall be replaced with tile matching, as nearly as possible, the original. As the existing tiling is of foreign make, and very difficult to secure for replacement, it will no doubt be necessary to take up tiling in some of the smaller compartments for the purpose of using such taken up tile to replace damaged or missing ones

of the same pattern in the larger compartments. Where the tile is removed for said purpose, other tile of pattern, readily securable, shall be substituted; sample of such tile shall be submitted to the Agent for his approval. Where existing galley and pantry equipment is required to be removed, the tile in way of said equipment shall be neatly and satisfactorily repaired.

After the floors have been satisfactorily repaired or relaid, as the case may be, they shall be thoroughly cleaned and refinished.

The existing gutters shall be reconstructed and additional gutters provided to suit the arrangement of the spaces and the installation of the new equipment, the intention being that the gutters shall be so arranged that they will facilitate the drainage of the floors. Where gutters cross passageways, they shall be fitted with portable perforated brass plates set flush with the deck tile. Ample scupper capacity shall be provided for all gutters and they shall be so located as to prevent the possibility of water or dirt collecting in any part of the floor.

All door sills shall be fitted with portable metal ramps.

#### Par. 3—Material, Finish, Etc.

All sinks, tubs, etc. to be of best quality porcelain enameled iron or heavy grade iron as specified. Each to be supplied with suitable grease traps and all necessary piping, fittings, etc. In general the size and type of the new equipment to be similar to the existing.

Tables, steam presses, Bain Mariés, etc. to have tops of Monel metal and the sides, doors, etc. of black Russian iron with white metal trimmings of the same composition as specified for plumbing fixtures. All exposed metal work to be either finished in black or white as may be directed.

All woodwork for dressers, cabinets, etc. to be of oak, hardwood finish. All drain boards or other woodwork subject to contact with water to be of ash.

#### Par. 4—Drawings and Samples

The contractor shall submit detailed drawings of all new equipment and receive their approval before any work in connection with the construction of the equipment is taken in hand. The contractor shall also develop complete detailed plans of the galleys, pantries, etc., showing minutely the installation of the equipment, etc. A list and samples of all china, glassware, silverware, etc. will be furnished the contractor so as to enable him to design and provide all necessary racks, covers, shelves, etc. for proper stowage of the same.

### SECTION 2.

#### DETAILED REQUIREMENTS OF REPLACEMENTS, REPAIRS, ETC.

##### Par. 1—Restaurant Galley

The present coal burning ranges and the 4 steam kettles (2 American aluminum kettles and 2 old German kettles) shall be removed and installed elsewhere in the ship as specified.

The present German electric bake-oven to be removed.

The two German steam kettles (white) now in place to be thoroughly overhauled and put in first-class working order.

The present vegetable steamer to be thoroughly cleaned, overhauled, made steam-tight and put in first-class condition.

All present cooks tables to be cleaned, regalanized and repaired; new metal drawers and lockers to be installed under same, as directed.

The present bain-marie to be removed and the present steam table and hot plate racks under to be put in perfect condition. Hot plate creels to be built under, as directed.

The following new equipment as shown on plans and as directed, shall be supplied and installed:

- 1 marble mortar and gavel equal to No. U-4593-L. Barth & Son.
- 6 sections Edison electric hotel type range 432R1
- 2 Edison electric horizontal broilers 435B1
- 1 Edison electric bake oven, No. 200
- 1 bain-marie containing 6 vegetable dishes and 1 meat pan with shelves for hot plates under. Type as approved.
- 1 Lee bread crumber.

Controller's office to be built as shown on plans with steel bulkheads, door and window, and to be fitted with typewriter desk, lockers and other equipment as shown.

##### Par. 2—Restaurant Scullery

The present vegetable tubs to be reconditioned and fitted with suitable wood drain board, as directed.

The garbage chute to be reconditioned.

The present pan racks to be repaired and overhauled.

The deck to be covered with portable wood slat flooring.

The following new equipment to be supplied and installed:—

- 1 electric potato peeler 60 lb. "Sterling".
- 1 "Enterprise" vegetable slicer.
- 1 small wood work table.
- 18" shelves overhead where directed.
- 1 French fry potato cutter—L. Barth & Son—U-4960 or equal.

**Par. 3—Restaurant Bakery**

The present work table to be reconditioned. Additional drawers and lockers to be built under of metal, as directed. New marble top about 2" thick to be installed to replace present cracked slab.

Sink to be thoroughly overhauled and provided with wood drain board.

Refrigerator to be thoroughly renovated and put in first class condition.

The following new equipment to be supplied and installed:

1 electric ice cream freezer "Allman" 40 qt. capacity

1 electric pastry mixer "Read". Type D

Wood shelves, hooks, etc. as directed.

**Par. 4—Restaurant Butcher Shop**

Sinks in butcher shop and passage outside to be removed and new ones installed and provided with slat drain boards. Type of sink to be same as existing sinks.

The present work table to be cleaned and repaired and fitted with new marble top 2" thick.

The table for small machines to be renovated.

The present refrigerator to be renovated and put in first-class condition.

The following new equipment to be supplied and installed:—

1 mincing machine "Enterprise" hand 4 lb.

1 meat block, 24"x24" equal to U-4630—L. Barth & Son.

1 hand operated bacon slicer "American"

2 rails with meat hooks and metal shelving overhead as shown.

**Par. 5—Restaurant Galley Storeroom**

To be thoroughly cleaned and overhauled and fitted with wood shelves and lockers as shown on plans and as directed. Metal skylight to be installed in hatch above, and the deck to be covered with portable wood slat flooring.

**Par. 6—Dumbwaiter, Pantry & Storeroom**

To be cleaned and renovated and new shelving installed, as directed.

**Par. 7—Elevator Passage**

Supply and install one metal work table with drawers and shelf under.

**Par. 8—Restaurant Pantry**

**Waiters Passage**

The present coffee urns to be removed and reinstalled elsewhere as specified.

The present urn stand to be thoroughly overhauled and installed in cold pantry.

The present dish racks to be thoroughly overhauled and put in first-class condition.

One wood cabinet for glasses, cups, etc. to be installed. Type as directed.

**Dish Washing Pantry**

Present scraping table to be removed and new one of white Monel metal to be installed.

Present dish washing machine to be removed.

New garbage chute to be installed where shown.

Deck to be covered with portable wood slat flooring.

Supply and install 1 small size "Victor" dish washing machine with all necessary accessories, connections, etc. and with suitable metal work tables connecting both ends of same as shown.

Supply and install metal work tables and shelves with drawers and lockers under as shown on plans, also new dish racks as directed.

New porcelain enamel dish washing sink and wood drain board to be installed where shown.

**Knife Room**

Deck to be covered with removable wood slat flooring.

Provide and install 1 electric knife grinder and polisher. Type Cup-N.

**Cold Pantry**

Present refrigerators to be overhauled and put in first-class condition. Doors to be cut so as to open top and bottom. Install ice water coil in same with suitable filter and tap, as directed.

The existing sink and drain boards to be removed and new white porcelain enamel sink with white enamel iron drain board to be supplied and installed.

Provide and install metal work tables as shown on plan with drawers and lockers under, also cupboards for cold dishes and suitable shelves, hooks, racks, etc. as shown and directed.

The following new equipment shall be supplied and installed:—

3 urns. Type "Walter J. Buzzini, Inc., or equal. To be of 10, 20 and 10 gallons cap.

1 Edison 6 slice toaster 153476.

1 3 section egg boiler.

1 Edison electric griddle No. G636.

1 coffee mill. Enterprise No. 85.

1 butter slicer. Type "Grant"

1 Creasey ice breaker, medium size.

- 1 bread slicer. Type "American"
- 1 marble top table with drawers and shelves under.
- Suitable folding wood serving shelf to be fitted to door.

#### Silver Room

The present metal shelves and drawers to be removed. The room to be fitted with chest of wood drawers lined with green felt and supplied with locks; also wood shelves and metal work table as shown and directed.

#### Glass Pantry

Present racks, lockers and table, etc. to be thoroughly overhauled. Install 2 new porcelain enamel iron sinks to replace those now in and of similar dimensions.

#### China Pantry

Present work table and shelves to be thoroughly overhauled. The room to be fitted with cupboards containing shelves, racks and drawers, all as shown on plans and of a design as approved.

Present tubs to be removed and 2 new porcelain enamel iron tubs installed, of a similar type and dimensions, and fitted with wood drain boards.

#### Par. 9—First-class Galley

The existing ranges to be thoroughly overhauled and missing or broken parts to be replaced, in order to put same in first class working condition.

Hot press and metal work tables to be entirely renovated and new metal shelves and drawers installed under, as directed.

Repair and renovate present steam kettles and garbage chute.

Present tubs to be removed and replaced with new tubs of porcelain enamel iron and of same dimensions as existing tubs. New wood drain boards to be installed as directed.

Existing bain-maries to be removed.

Present 12' metal table to be thoroughly overhauled, fitted with drawers under and moved to new position as shown.

Remove present vegetable steamers.

The following new equipment shall be supplied and installed:—

- 1 ice water tap with small porcelain enamel catch basin under. Ice water to be supplied from coil to be installed in Refrigerator in Chefs Larder.
- 2 bain-maries (8 vegetable dishes with hot plate creels under)
- 1 marble mortar and gavel. Type L. Barth & Son No. U-4593 or equal.
- 6 new vegetable steamers. Type Walter J. Buzzini, Inc., or equal.
- 4 charcoal grills. Type Walter J. Buzzini, Inc. or equal.

- 1 kitchen mixer "Read". Type D.
- All necessary metal racks and hooks for pans as directed.
- 1 bread crumber "Lee".

#### Part 10—Chef's Office and Storeroom

To be completely refinished as directed and fitted with roll top desk, chair, lockers, shelves, etc., as shown.

#### Par. 11—Chef's Larder

Present tub to be removed and replaced with new tub, of similar type, fitted with long slat drain board 2" thick, as shown.

Refrigerator to be overhauled and doors of same to be cut in half so as to open top and bottom.

Metal serving shelf to be thoroughly overhauled and new shelving built under.

Existing metal work table to be fitted with drawers and shelves under and top to be provided with marble slab 2" thick.

Shelving, hooks and ceiling hanging bars to be installed as directed.

#### Par. 12—Potato Locker

To be fitted with overhead wooden shelving as directed.

Deck to be covered with portable wood slat flooring.

#### Par. 13—Vegetable Room

Garbage chute to be completely overhauled.

The existing equipment to be removed and the following new equipment substituted:—

- 2 electric potato peelers, "Sterling" 60 lbs. capacity
- 2 vegetable machines "Smith" 20"
- 2 wood work tables with drawers.
- Overhead metal shelves and hooks as shown.
- Portable wood slat flooring on deck.
- 2 white enamel vegetable sinks similar in size to those now in, fitted with wood drain boards, to have fresh and salt cold water taps.
- 1 "Sterling" French fry potato cutter.

#### Par. 14—2nd Class Galley

Thoroughly overhaul galley range and replace any defective or missing parts. To maintain the watertightness of bulkhead No. 80 on "G" Deck, the flue for the range shall be carried as a watertight pipe of sufficient diameter from said bulkhead into and up through the galley flue between frames No. 93 to No. 95 as indicated on the contract plans.

Remove all stock pots except three which are to be thoroughly overhauled and put in perfect working order.



Cooks tables to be entirely renovated and to be fitted with drawers, shelves and lockers under as shown.

Remove present bain-marie and provide and install 2 new ones, 1 containing 4 roast pans and 8 vegetable pots, the other 2 roast pans.

Present steam table to be thoroughly overhauled and to be fitted with hot plate shelves under.

After door to be converted into serving window.

Present sink to be thoroughly renovated and fitted with new wood drain boards, as directed.

Present desk to be overhauled and new bulletin board to be installed over.

The following new equipment to be supplied and installed:—

2 vegetable steamers. Type Walter J. Buzzini, Inc., or equal.

Metal pan racks, shelves and hooks, as directed.

#### Par. 15—Butcher Shop.

The refrigerator to be thoroughly renovated. Doors to be cut in half so as to open top and bottom. 1 section of refrigerator to be fitted with metal tray shelves suitable for about 2000 oysters.

The existing two work tables to be overhauled, one is to be fitted with new slate top and the other new wood top.

The three present butcher blocks to be removed and placed below, as directed.

The garbage chute to be thoroughly overhauled.

The following new equipment to be furnished and installed:—

2 tubs. Type similar to present tubs, provided with slate drain boards.

Metal work table with 2" thick marble slab top.

1 mincing machine "Enterprise" electric.

1 bacon slicing machine "American."

1 Creasey ice breaker, medium size.

2 meat chopping blocks 24"x24".

1 hanging scale 1 to 600 lbs.

Steel meat hanging rails and hooks to be fitted overhead, as directed.

#### Par. 16—Meat Thawing Room

To be built as shown on plan with steel screen bulkheads and sliding door. To be fitted with steel meat hanging rails and hooks overhead as directed. Deck to be covered with portable wood slat flooring.

#### Par. 17—Dough Mixing Room

The two existing dough mixing machines to be completely overhauled and put in first-class working condition.

Present dough troughs to be thoroughly renovated and covers to be refitted and hinged.

The existing sink to be removed and a new sink installed where shown. The new sink to be porcelain enamel iron, same size as existing one and fitted with wood drainboard, as shown.

The following new equipment shall be furnished and installed:—

1 metal dough wagon 4'0" long. Type L. Barth & Son, B1010 or equal.

1 large wood table with drawers under.

1 electric roll press cutter. Type Dutches Tool Co.

#### Par. 18—Bakery

Remove all existing ovens and troughs.

Existing work tables to be thoroughly overhauled.

Existing proof box to be thoroughly cleaned and renovated.

The following new equipment to be furnished and installed:—

2 Edison electric ovens No. 300

1 proof box. Type Walter J. Buzzini, Inc., or equal.

1 metal work table, with drawers under.

Wood bread shelves, as directed.

#### Par. 19—Coal Bin

The existing coal bin to be thoroughly cleaned out and put in first-class condition, and a new charcoal bin built where shown on plans and as directed.

#### Par. 20—Galley Scullery

The garbage chute to be completely overhauled and put in first-class condition.

Deck to be covered with portable wood slat flooring.

Existing tubs to be removed.

The following new equipment to be furnished and installed:—

1 double galv. iron tub and drain boards, of size similar to present tubs.

2 metal work tables with shelves under.

Metal pan racks and hooks overhead, as directed.

Pan cleaning machine. Type "Universal".

#### Par. 21—Bread Room

Existing metal racks to be thoroughly cleaned and overhauled and white enamelled.

#### Par. 22—Pastry Room

Existing refrigerators to be entirely renovated and doors to be cut in half so as to open top and bottom.

Marble top table to be completely renovated and lockers with wood shelves to be fitted under it. Where the marble is cracked, new section to be furnished.

Shelves overhead to be reconstructed as directed.

Metal serving shelf and work table to be overhauled and fitted with wooden shelves under.

Existing sink to be removed and replaced with porcelain enamel iron sink, of same dimensions.

Bulletin board to be overhauled.

Existing German bake-oven to be removed.

Existing two dough troughs to be removed and installed in other parts of the ship as directed.

Dressers with drawers, shelves and small bottle racks shall be furnished and installed as directed.

The following new equipment shall be furnished and installed:—

1 icing machine. Type D Walter J. Buzzini, Inc., or equal.

1 No. 200 Edison electric bake oven.

2-5 gallon aluminum steam sauce kettles. Type "3" Walter J. Buzzini or equal.

1—2 compartment vegetable steamer, Walter J. Buzzini, Inc. or equal.

1 Wisk kitchen mixer "Read". Type D

Shelving, hooks, etc., as directed.

1 "Colborne" pie crust roller.

#### Par. 23—Flour Storeroom

Dresser to be entirely overhauled.

Cut new door in bulkhead to passage as shown on plan.

Existing tub and machines to be removed.

Deck to be covered with portable wood lath flooring.

Wood shelves to be built overhead, as directed.

#### Par. 24—Coffee Pantry

Existing tubs to be thoroughly overhauled and work table adjoining same to be converted into drain board.

The overhead motor shall be removed.

Existing bread racks to be removed.

Large tables now in to have rack shelves for coffee pots constructed under, and shelves for saucers overhead.

The following new equipment shall be furnished and installed:—

1 zinc top table with cupboard under for urns, etc.

Wooden strips overhead with as many hooks as possible for pots, etc.

3 urns, (20, 40 and 20 gal. cap.) Type Walter J. Buzzini, Inc., or equal.

Electric griddle. Type G636 Edison

Electric toaster. Type T-316 Edison

6 section automatic egg boiler. Type "Perfect"

#### Par. 25—Dish Washing Pantry

Remove German bake-oven.

The door to the room to be built in two sections, upper and lower. The lower half to be fitted with folding serving shelf and serving window fitted in bulkhead to passage.

Deck to be covered with portable wood slat flooring.

Remove existing steam kettle.

Existing dresser to be thoroughly overhauled and fitted with shelves above and below, as directed.

The garbage chute to be thoroughly overhauled.

The following new equipment to be furnished and installed:—

1 small "Victor" dishwashing machine, together with metal table run-ways connecting both ends, as shown.

Double sink. Type porcelain enamel iron, with wooden drain boards.

Cupboards with shelves and lockers complete as approved.

6 hooks for plate creels where directed.

1 new metal table with drawers and shelves under.

#### Par. 26—Cold Pantry

Refrigerator to be thoroughly cleaned and overhauled and to have doors cut so as to open top and bottom and new shelves fitted, as directed.

Serving shelf to be entirely renovated and new shelves fitted below.

Garbage chute to be thoroughly overhauled.

Existing large work table to be thoroughly overhauled, fitted with lockers and dish racks under, and supplied with new marble top 2" thick.

Remove existing sink. Supply one double porcelain enamel iron sink with white metal drain board; also one small porcelain enamel iron sink and drain board for salads.

Existing small work table to be thoroughly overhauled.

The following new equipment to be furnished and installed:—

Saucer racks where shown.

1 wood work table with drawers under.

Cold plate racks, as directed.

1 butter cutter. Type "Grant".

1 bread slicer. Type "Smith."

1 ice shaver. Type "Creasey."

#### Par. 27—Meal Bar

Sliding serving windows to be thoroughly overhauled and supplied with new weights, cords, etc.

Serving shelf outside windows to be fitted under with inclined racks for empty bottles.

Refrigerator to be entirely overhauled and fitted with inclined shelves divided by strips for holding bottles.

Bottle racks and shelves to be fitted as shown.

Remove present tub and install new porcelain enamel 18" sink, with wood drain board.

Present serving shelf to be overhauled. Shelves and drawers to be installed under, as directed.

Remove center metal table.

Remove ice cream freezer, together with brine tank and fittings for same.

The following new equipment to be furnished and installed:—

Shelves and lockers as shown and directed.

Overhead racks cut so as to hold wine glasses.

Locker chest for crew under serving shelf.

1 typewriter desk.

Edison electric griddle No. G-318.

#### Par. 28—Dish Washing Room & Silver Washing Room

Remove existing four steam kettles.

Door to be converted into combined door and serving window with folding serving shelf.

New garbage chute to be installed where shown.

Metal lockers to be thoroughly overhauled and new locks put on.

The following new equipment to be furnished and installed:—

1 small "Victor" dish washing machine with metal table run-ways, as shown.

1 shallow galv. iron sink with wood drain board.

1 "Tahara" silver burnishing machine.

Dresser, hooks and racks, as directed.

1 silver dip aluminum bath. Type Walter J. Buzzini, Inc., or equal.

#### Par. 29—Knife Room

Dressers with shelves, lockers and wood drawers lined with green felt to be built as shown on plans and as directed.

The following new equipment to be furnished and installed:—

1 wood work table with drawer.

1 knife grinder and polisher. Type Cup-N.

#### Par. 30—Dumbwaiter Pantry

Present metal table to be thoroughly overhauled and new shelves constructed under.

Cut serving window in bulkhead as shown and install serving shelf on same.

The following new equipment to be furnished and installed:—

1 cabinet vegetable hot press. Type Walter J. Buzzini, Inc., or equal.

1 dresser with shelves, drawers and lockers, as directed.

1 small work table with drawer.

#### Par. 31—Silver Room

Build new solid steel bulkhead where shown on plan with steel sliding door and lock. The room to be fitted with two wood dressers fitted with drawers lined with green felt, and shelves, lockers, etc. as directed. Hooks to be installed overhead as directed.

#### Par. 32—Coffee Pantry

Existing metal tables to be overhauled and drawers and shelves installed under.

Existing tub to be removed and replaced with new tub, of similar type, with new metal drain board.

Door to be fitted with suitable folding metal serving shelf.

Garbage chute to be thoroughly overhauled.

Serving shelf outside to be overhauled and shelves fitted below as directed.

The following new equipment to be furnished and installed:—

1 slate top work table. Drawers to be fitted under.

1 metal urn table with cupboards under.

3 urns (20 and 20 gal. cap.). Type Walter J. Buzzini, Inc., or equal.

1 Edison, 16 slice, electric toast. Type G-316

1 Edison electric griddle. Type G-636

1-6 section automatic egg boiler. Type "Perfect".

1 coffee mill. Enterprise No. 85.

2 dressers with lockers and drawers under. Plate and saucer racks over. All to be constructed as shown.

Wood strips overhead with hooks for coffee pots, etc.

#### Par. 33—Waiters Pantry, First Class

Remove existing steam kettles and install in other parts of ship as specified.

Remove steel bulkheads, sinks and dressers on starboard side as shown on plan.

The following new equipment to be furnished and installed:—

Coat hooks and metal lockers under saloon stairs as directed. 2-3 section soup bain-maries with revolving hot dish racks under. Type Walter J. Buzzini, Inc., or equal.

1 vegetable hot press cabinet. Type Walter J. Buzzini or equal.

2 meat presses (1 port and 1 on starboard side) to have solid top with six 20"x30" wells with wood blocks to fit same. Gravy gutter along back and 18" tray shelf fitted to front. To have hot plate creels under to open from back.

2 sauce press bain-maires fitted with 4-10" circular pots. To have hot plate creels under.

Dressers and cupboards for silver, dishes, cups, glasses, etc. also linen dressers with sliding doors and locks, all to be fitted as shown.

96 metal lockers for stewards, 3 high, with doors fitted for padlocks.

#### Par. 34—2nd Class Coffee & Dish Washing Pantry

The existing cupboards and work tables to be renovated and fitted with new shelves.

Existing urns and table to be removed and installed in steward's pantry, as directed.

New garbage chute to be installed where shown.

The following new equipment to be furnished and installed:—

1 metal urn stand with shelves under.

Dresser with lockers and drawers under and plate racks over, as directed.

Plate racks and hooks overhead.

1 small "Vctor" dish washing machine with metal runways.

3 urns, 20, 40 and 20 gal. Type Walter J. Buzzini, Inc., or equal.

1 coffee mill. Type Enterprise No. 85.

1 ice chopper. Type "Creasey", medium size.

1 butter slicer.

1 bread slicer.

#### Par. 35—2nd Class General Pantry

Existing metal tables to be thoroughly overhauled and new drawers and shelves installed under.

Remove existing sink and install new double porcelain enamel tubs with wood drain board.

Cut door in half so as to form serving window and install new folding metal serving shelf for same.

The following new equipment to be furnished and installed:—

1 Edison electric toaster, 16 slice, type T-316.

1 Edison electric griddle. Type G-636.

1-6 section automatic egg boiler. Type "Perfect"

1 wood work table with drawer under.

#### Par. 36—2nd Class Cold Pantry

Refrigerator to be thoroughly overhauled and to be fitted with new metal shelves, as directed. Door to same to be cut so as to open top and bottom.

Metal work tables to be thoroughly overhauled and fitted with drawers and lockers under. Top of one to be covered with marble slab 2" thick.

The following new equipment to be furnished and installed:—

1 porcelain enamel sink and drain board.

1 small dresser as shown and directed.

Cold plate racks and overhead hooks, as directed.

#### Par. 37—2nd Class Meal Bar

Thoroughly overhaul tub, dresser and refrigerator.

Door to be fitted with folding shelf.

The following new equipment to be furnished and installed:—

New shelves and lockers as directed.

1 small typewriter desk.

1 electric griddle Edison G-318

Glass racks overhead as shown.

1 small bottle cabinet

#### Par. 38—2nd Class Service Pantry

The following new equipment to be furnished and installed:—

1 small wood work table with drawers, shelves and cold plate racks as directed.

#### Par. 39—2nd Class Waiters Passage

Existing lockers to be thoroughly overhauled.

Construct cupboards where shown with glass and cup racks and drawers and shelves, all as directed.

The following new equipment to be furnished and installed:

1 vegetable cabinet hot press. Type Walter J. Buzzini, Inc., or equal.

33 metal stewards lockers.

#### Par. 40—Third Class Galley

This space to be thoroughly cleared of all Navy installations and all windows, doors, bulkheads, etc. entirely overhauled and put in first class condition.

Install 6 sections of the coal range removed from the Ritz Carlton Galley. Thoroughly overhaul this range and supply any missing or defective parts. Properly connect same to former flue, etc.

Coal bin to be constructed of steel where shown with steel door.

The following new equipment to be furnished and installed:—

1 new metal shelf at one end of range, as directed.

1 large dresser with drawers, shelves, lockers, etc.

- 1 slate top table with drawers under.
- 2 large galv. iron sinks with wood drain boards.
- 1 vegetable steamer (800 lbs. capacity). Type Walter J. Buzzini, Inc., or equal.
- 3 steam kettles (from 1st class pantry)
- Pan racks, hooks, shelves, etc., as directed.
- 1 new metal table with drawers and shelves under.

**Par. 41—Potato and Vegetable Rooms**

Vegetable room to be fitted with overhead shelves as directed; also portable wood lath flooring on deck.

The following new equipment to be furnished and installed in the potato room:—

- 1 potato peeling machine (60 lbs. capacity). Type “Sterling”.
- 1 vegetable cutting machine. Type “Enterprise”.
- 1 vegetable sink with salt and fresh water taps.  
Galv. iron with wood drain board.
- 1 work table, wood, with drawers under.
- Shelves for stores, as directed.

**Par. 42—Plate Pantry**

The following new equipment to be furnished and installed:—

- 1 small “Victor” dish washing machine with connecting metal table run-ways.
- 1 double galv. iron sink and wood drain boards.
- 1 cabinet with cup and glass shelves and lockers.
- 1 salt water tap with hose connection and hose.
- 1 dresser with drawers, shelves, racks, etc., as directed.

This compartment to be fitted wherever possible with plate racks, shelves, hooks, etc., as directed.

Deck to be covered with portable wood slat flooring.

**Par. 43—3rd Class Pantry**

To be fitted with two hot presses (1 each side of mast), each to have 2 vegetable sections 18” dia. and 2 rectangular sections 20”x30” with wood blocks to fit same. All to have hot plate creels under.

Refrigerator to be thoroughly overhauled.

The following new equipment to be furnished and installed:—

- 2 metal dressers, with plate shelves under.
- 2 large wood top tables with drawers and shelves under.
- 1 butter machine. Type “Grant”
- 1 bread cutting machine. Type “Smith.”
- 1 electric coffee mill. Type Enterprise No. 85.
- 6 urns, two 20 gal. and 4 at 10 gal. Type Walter J. Buzzini, Inc., or equal.

- Hooks overhead, as many as possible.
- 1 electric knife grinder and polisher. Type Cup-N.
- 1 hot press with plain top and hot plate creels under.

**Par. 44—Fourth Class Galley**

The following new equipment to be furnished and installed is shown on plans:—

- 1-3 section coke burning range of a type similar to the coal burning range in the 1st class galley. These ranges to be fully equipped and equal to the above mentioned ranges. Size, type and manufacture to be approved by the Agent.
- 3 steam kettles (from 1st class pantry)
- 1 vegetable steamer, 600 lb. capacity. Type Walter J. Buzzini, Inc., or equal.
- 1 metal work table with drawers under.
- 2 galv. iron sinks fitted with wood drain boards and fresh hot and cold and salt water taps.
- Dresser to be constructed as shown.
- Construct metal pan racks, hooks, shelves, etc., as shown.
- All steam kettles to have fresh water taps over.
- 1 salt water tap with hose connection and hose where shown.
- 2 sand boxes for fire protection.
- 2 chemical fire extinguishers as selected.

**Par. 45—P. O. Galley**

The following new equipment to be furnished and installed as shown on plans:—

- 1 small aluminum steam kettle.
- 1 single section coke burning range. Type as specified for fourth class galley.
- 1 vegetable steamer (50 lb. capacity). Type Walter J. Buzzini, Inc., or equal.
- 1 metal work table with drawers under.
- 1 galv. iron sink and drain board with fresh hot and cold and salt water taps.
- 1 metal dresser for urns, with hot plate shelves under.
- 2 urns, 3 and 6 gal. capacity. Type Walter J. Buzzini, Inc., or equal.
- 1 small dresser fitted as shown.
- Metal pan racks, shelves and hooks as directed.
- 1 coffee mill; type Enterprise No. 85.

**Par. 46—4th Class Bakery**

The following new equipment to be furnished and installed as shown on plans:—



- 1 dough mixing machine (2 bbl. capacity). Type "Century" electric.
- 1 wood dough trough, 675 lbs. capacity, fitted with wood cover.
- 1 steam kettle for saucers, 10 gal. aluminum. (Possibly one removed from Ritz Carlton Galley.)
- 1 large steam kettle from 1st class pantry.
- 1 Edison electric bake oven No. 300.
- 2 proof boxes. Type Walter J. Buzzini, Inc., or equal.
- 1 galv. iron sink and wood drain board.

**Par. 47—Storerooms**

To be fitted up with shelves, lockers, etc., as directed.  
Deck to be covered with portable wood slat flooring.

**Par. 48—Bread Room**

To be built with new steel bulkheads and door as shown on plan.  
Two bread racks to be constructed in this space with removable wood lath shelves as directed.

**Par. 49—Vegetable Room**

New steel bulkhead to be constructed where shown on plan and new steel door to be cut in present bulkhead as shown.

Remove existing plumbing fixtures in this space.

The room shall be fitted with large galv. iron vegetable sink with taps for cold fresh and salt water and steam connection for heating water in tub and with overhead hooks and shelves as shown.

The following new equipment to be furnished and installed as shown on plans:—

- 1 potato peeling machine; Type "Sterling" 60 lbs.
- 1 small wood work table, drawers under.
- Portable wood slat flooring.

**Par. 50—Flour Room**

To be thoroughly cleaned and all fittings now in to be removed.  
Deck to be covered with portable wood slat flooring. Shelves to be constructed overhead, as directed.

**4th Class Pantry**

Existing fittings to be removed and serving window to be overhauled and put in first-class condition.

The following new equipment to be furnished and installed:—

- 1 small "Victor" dish washing machine with metal table runways as shown.
- 1 hot press with 2-20"x30" roast pans and 2-10"x30" vegetable pots, fitted with hot plate creels under.
- 3 copper urns from Ritz Carlton Pantry. These are to be retinned and placed on a metal urn stand.

Dresser and metal work table as shown on plans and as approved.  
Hooks, shelves and racks overhead as directed.  
1 knife polisher and grinder. Type Cup-N  
1 bread cutter. Type "Grant"  
1 butter cutter. Type "American"  
1 electric coffee mill. Type "Enterprise" No. 85.  
1 galv. iron sink and drain board with fresh and salt taps and steam connection for heating water.

**Par. 51—Crew's Pantry, Galley, Etc.**

To be constructed as shown on plans with steel bulkheads and doors and to be fitted out with the following equipment:—

- 2 sections of the present Ritz Carlton range, entirely overhauled and installed complete with smoke pipe connection to uptake as directed.
- Coal bunker to be constructed as shown, of steel bulkheads and doors.
- 1 vegetable steamer. Type Walter J. Buzzini, Inc., or equal, capacity 100 lbs.
- 2 steam kettles from 1st class pantry.
- 2 urns from 1st class pantry on new metal urn stand.
- 1 sink fitted with wood drain board and fresh hot and cold water taps.
- 3 dressers with shelves, drawers, lockers, etc., as directed.
- 1 hot press, flat top and hot shelves under.
- 1 small potato peeler, type "Sterling" 20"
- 1 hand vegetable cutter.
- Pan racks and hooks as directed.

**Par. 52—Engineers' Pantry**

The following new equipment to be furnished and installed:—

- 1 small metal work table with drawer under.
- Overhead jug hooks as directed.
- 1 hot press (2 roast pans and 4 vegetable dishes) with hot plate creels under.
- 2-5 gal. urns and metal stand. Type Walter J. Buzzini, Inc., or equal.
- 1 ice water cooler. Type "Columbian" 3 gal.
- 1 small dresser with shelves, racks, drawers, etc., as directed.

**Par. 53—Officers' Pantry**

To be fitted out complete same as Engineers' Pantry.

**Par. 54—Stewards' Pantry**

To be constructed as shown on plans.

The following new equipment to be furnished and installed:—

- 1 galv. iron sink and drain board.
- 1 hot press with plate creels under (2 roast pans and 4 vegetable dishes).
- 2-20 gal. urns. Type Walter J. Buzzini, Inc., or equal, on metal urn stand.
- Racks for saucers as directed.
- Cup hooks overhead.
- Dresser with shelves, lockers and drawers, as directed.
- 1 small metal work table with drawer under.

**Par. 55—Servants Pantry**

To be constructed as shown on plans.

The following new equipment to be furnished and installed:

- 1 dresser with lockers, shelves and drawers, as directed. Overhead hooks and racks for saucers.
- 1 hot press with plate creels under. (2 roast pans and 4 vegetable pots.)
- 2-5 gallon urns. Type J. Buzzini or equal.

**Par. 56—Dumbwaiter Pantries (A, B, C, D, E & F Decks)**

To be fitted with dressers, shelves and work tables, etc. as shown on plans and as directed.

**Par. 57—Service and Dumbwaiter Pantries**

To be fitted as shown on plans.

The following new equipment to be furnished and installed:—

- 1 hopper type flushing slop sink of porcelain enamel iron in quality same as first-class bathroom fixtures.
- 1 cold water tap with refrigerating coil and filter, over small porcelain enamel iron sink.
- 1 metal table with shelves and lockers under.
- 1—10 gal. hot water urn with gauge glass and fresh water tap connecting same to water supply.
- Dressers, shelves, hooks, racks, lockers, etc. as shown on plans and as directed, shall be furnished. All fittings to be first-class and similar to those specified for galleys. Deck to be covered with cork linoleum tiles as selected.

**Par. 58—Bars**

These include first-class smoking room bar, first class social hall bar, winter garden bar, second class bar and third class bar.

Each bar to be fitted up as shown on plans and be furnished with the following equipment, etc.:—

- 1 refrigerator (Lorillard or other first class make) brine cooled, of size as shown on plans and directed. Provided with inclined shelves divided by strips for holding bottles.

- 1 service counter, polished mahogany top and front, with drawers, shelves and cupboards under.
- 1 porcelain enamel iron sink and white metal drain board with goose neck faucet fresh water supply. Also one ice water tap cooled by refrigerating coil and provided with suitable filter as approved.
- 1 dresser with bottle and glass racks, drawers, lockers, etc. as shown and directed.
- 1 small typewriter desk.
- 1 Edison electric hot plate No. G-318.
- 1—10 gal. hot water urn, type Walter J. Buzzini or equal.
- All necessary fittings, piping, electric connections, etc. to be furnished.

Bottle and glass racks, shelves, hooks, lockers, etc. as shown and directed to be furnished. Deck to be covered with cork linoleum tiles as selected. All fittings in first and second class bars to be in mahogany and white metal and equal to first class saloon fittings. Third-class bar to be in imitation mahogany and white metal fittings equal to those in second class public rooms.

**Par. 59—Fourth Class Canteen**

To be fitted with small "Lorillard" or other first class make refrigerator as selected by Agents, also one small porcelain enamel iron sink with fresh water tap and wood drain board. Install shelves, lockers, racks, table, etc. as shown and directed. Remove present tile deck and cover deck with cork linoleum tiles of quality and design as selected by Agents.

## TITLE V

### AIRPORTS, SIDELIGHTS, DOORS, PORTS AND HATCHES

# SECTION 1.

## GENERAL REQUIREMENTS

### Par. 1—General

The intent of this Title is that the Agent shall receive from the contractor in first-class condition, skylight hatches, permanent and operating skylights, promenade and bridge decks weather screen shutters, watertight and non-watertight steel doors in ship's side, water tight and non-watertight steel doors for interior communication, cargo and passenger ports in vessel's sides, ventilating and non-ventilating, open and fixed, side lights and air ports, and cargo hatch covers and fittings.

In general, all the skylights need to be made thoroughly tight, and where movable, the hinges, fastenings and gaskets to be gone over and put in first-class condition, and all broken lights to be replaced.

The interior windows and inner glass screens between portlights and skylight hatches are to be put in first-class condition, and all broken glass to be renewed, and where stained glass is used having as a design subjects essentially German, such glass will be replaced by other glass having a decorative effect of equal artistic merit.

All interior glass windows and glass partitions of what ever kind and wherever placed in the ship are to be repaired and renewed, and new ones fitted as may be required to replace those which have been taken out or to be replaced as required by the new arrangements, as for example, the windows around first-class Dining Saloon Gallery.

Where rubber gaskets or other fittings for airports, doors, hatches, etc., require replacement because of damage, they shall be replaced with material of thickness and quality equal to the original.

In connection with the windows and airports referred to hereinafter, plans in the Agent's possession will serve as information and guidance.

### Par. 2—Airports and Sidelights above "F" Deck.

All airports and sidelights on "F" Deck and above are to be gone over carefully and put in first-class condition, new gaskets as required, and all movable parts and fittings to be freed up and adjusted, and all glasses which have been seriously scratched and damaged to be replaced as approved and directed, and all brass work, both inside and out to be highly polished. The exterior and interior of the ports to receive final polishing just before the ship is turned over to the Agent.

In the case of ventilating portlights anywhere in the side of the ship, the float chambers will be opened and the mechanism examined

and repaired as may be necessary, and be placed in first class operating condition.

**Par 3—Airports and Sidelights below "F" Deck and within hospital Spaces on E and F Decks.**

All existing airports below "F" Deck shall be removed and replaced with fixed sidelights and these and existing fixed sidelights shall be fitted with extra heavy triplex safety glass or equal. Ports below "F" Deck which have been planked off are to be inspected and made secure and watertight. Additional fixed sidelights shall be fitted where shown on contract plans. All sidelights below "F" Deck shall be fitted with hinged dead covers.

The intention is that there shall be no airports fitted below "F" Deck, and that the side lights below "F" Deck shall be fitted with the special glass referred to.

All airports fitted in the hospital spaces (from fr. No. 236 to 245) on E and F decks shall be removed and replaced with fixed sidelights of the same diameter clear glass as in the existing sidelights and fitted with hinged dead covers.

The material for the new sidelight frames and dead covers shall be the same as in the existing airport frames and dead covers.

**Par. 4—Broken or damaged Airport and Sidelight Lenses and Window Panes.**

Throughout the vessel there exists a number of lenses for airports and sidelights which have been broken or damaged during the service or recent fire. They shall be replaced where broken and where scratched to such an extent as to materially disfigure the lense. Where lenses have been painted, the paint shall be carefully removed. Approximately the following number of lenses shall be replaced, due to the above stated defects, the exact number to be ascertained by the contractor by careful examination on the ship. The sizes given are also approximate, the exact dimensions shall be taken from the ship.

**Bridge Deck**

2—15"x15"	8—15"x28"	1—9"x12"
1—22"x27"	1—13"x17"	

**A Deck**

2—9"x12"	3—19"x24"	5—12"x12"
5—14" dia.	18—8¼"x14"	11—24"x24"
1—24"x32"		

**B Deck**

1—8½" dia.	11—16"x28"	5—9"x14"
4—13" dia.	1—24"x25"	1—11"x16"
1—11" dia.	3—25"x29"	70—17"x30"
6—27"x54"	1—9"x16"	

**C Deck**

3—20"x27"
1—9"x11"

**D Deck**

41—16"x20"
1—13"x15"

**E Deck**

1—14½" dia.	7—12¾" dia.
29—16¾" dia.	

**F Deck**

25—15¾" dia.	1—14½" dia.
43—18½" dia.	3—12½" dia.
20—17" dia.	

All window panes and all lenses for lights in skylights, domes, bulkheads, etc., where broken or otherwise disfigured shall be replaced. Where painted, the paint shall be carefully removed.

**Par. 5—Non Water-tight Steel Doors**

All non-watertight steel doors throughout the steamer are to be inspected and put in first-class condition. Hinges and fastenings eased up and repaired where necessary, and door fastenings where missing or broken, to be replaced.

**Par. 6—Non-Mechanically Operated Water-tight Steel Doors**

All non-mechanical watertight doors throughout the ship to be inspected and hinges and fastenings to be overhauled and put in first-class working condition, and gaskets replaced.

All watertight doors through the sides of the ship, including doors leading from ash hoists to be carefully inspected and all hinges, fastenings and other gear thereon to be repaired, freed up and replaced as may be necessary to put same in first-class working condition. All gaskets to be renewed. Locking arrangements shall be provided for the doors in ship's side on "F" Deck and below in order that these can be controlled by the ship's officers and kept closed at sea when necessary. Detailed plans to be submitted for approval.

All coaling ports to be inspected and repaired as may be necessary, including hinges, fastenings and gaskets to be replaced and firmly closed. The closing to be by riveting or other means as approved by the Agent.

The doors to the oil fuel filling recesses are not included or to be taken account in connection with the above referred to doors.



**Par. 7—Ports and doors in ship's side below "F" Deck to be opened only on Agent's Direction.**

Any coal port, sidelight or any opening through the ship's side on "G" Deck or below shall only be opened with the authority of the agent, and such ports will not be opened at any time for any purpose whatever without the Agent's written approval in each case being first obtained, and no port below "G" Deck of any kind whatever is to be left open over-night, anything to the contrary herein notwithstanding.

**Par. 8—Garbage Chute Covers**

Hinges, pins, tumbler bolts and nuts on all garbage chute covers on the various decks to be eased up. Covers to be made thoroughly workable and watertight.

**Par. 9—Survey**

Survey showing the location, numbers and general conditions of the equipment treated in this Title is contained in the following sections. It is clearly understood, however, that this information is furnished as a convenience to the contractor, who will not be relieved from the responsibility of determining by inspection its correctness, and completion of the items named therein will not relieve the contractor from performing the additional work required to put all of this equipment on board the vessel in first-class condition.

## SECTION 2

### AIRPORTS AND WINDOWS IN WHEEL HOUSE AND CAPTAIN'S AND OFFICER'S QUARTERS ON BRIDGE DECK

**Par. 1—In forward Bulkhead on Navigating Bridge**

Seventeen (17) port windows on forward bulkhead. All joints to be renewed. Hinges and pins to be eased up, socket screws to be cleaned, rethreaded and eased up.

**Par. 2—In Wheel House and Officers' Quarters**

Four (4) ports on forward end. Hinges to be eased up. Pins to be cleaned and eased, also on fan lights over ports. All joints to be renewed, slip bolts and hinges on deadlights over ports and fan lights to be cleaned and eased and made workable.

Nine (9) ports on port side. Hinges to be eased up. Pins to be cleaned and eased, also on fan lights over ports. All joints to be renewed, slip bolts and hinges on deadlights over ports and fan lights to be cleaned and eased and made workable.

Eleven (11) ports on starboard side. Hinges to be eased up. Pins to be cleaned and eased, also on fan lights over ports. All joints to be

renewed, slip bolts and hinges on deadlights over ports and fan lights to be cleaned and eased and made workable.

**Par. 3—In inboard side of Officers' Quarters**

All pins and screws to be eased up on port lights. All fan light screws to be eased up and joints and pins made workable.

Handles for screws on fan lights in Captain's Room to be renewed. All fan light screws to be eased up; points and pins to be made workable.

Three (3) handles to be supplied in Watch Officer's Room for screws on fan lights. All fan light screws to be cleaned and eased, and joints and pins to be made workable.

All handles and screws on fan lights to be eased and joints and pins to be made workable.

**Par. 4—In Wheel House**

Seven (7) drop windows on forward bulkhead of wheel house. Windows to be examined, and where loose to be reset. All leather straps to be renewed where necessary. All drain pockets under windows to be cleaned out and examined, and all necessary repairs done, as required.

Three (3) drop windows on after bulkhead of wheel house. Catches to be eased, glass to be examined for looseness and where loose to be reset, and all windows to be made thoroughly workable.

## SECTION 3

### SKYLIGHTS AND HATCHES OVER "A" DECK

**Par. 1—Skylights and Hatches in way of Wind Hoods**

Ten (10) permanent deck lights over wind hood to Howden draft system. All glasses to be cleaned thoroughly and lag screws to be furnished where necessary. Glasses to be tightly fitted to frame on deck.

Two (2) hatches over wind hood. Hinges and pins to be eased up and catches to be repaired. Hatches to be made thoroughly workable and watertight.

One (1) skylight on portside under wind hood to Howden draft system. Hinges and pins to be eased up and locks and lifting gear to be repaired. All glass to be cleaned and renewed where necessary, also to be examined for looseness, and where loose to be reset.

One (1) permanent deck light on starboard side under wind hood. Glass to be cleaned and examined for looseness, and where loose to be reset. In case of resetting, deck and casing to be properly red leaded. Lag screws to be furnished where necessary.

Four (4) steel doors on Howden draft system intake. Hinges, pins and catches to be eased up and doors made thoroughly workable.

**Par. 2—Skylight over Officers' Quarters and aft of 1st. Class Smoking Room**

Two (2) skylights over Officer's Quarters. Hinges and pins to be eased up and locks and lifting gear to be repaired. All glass to be cleaned and renewed where necessary; to be examined for looseness, and where loose to be reset.

The skylight over the stairway aft of the 1st. Class Smoking Room will be changed and modified to suit the new ventilating ducts and rearrangement of joiner work at head of stairs resulting therefrom. The installation and changes in interior art glass are included under Title III.

**Par. 3—Dome over Social Hall**

Fifty (50) permanent and ten (10) movable ports. Gaskets under movable ports to be examined and renewed where necessary. All glasses to be cleaned thoroughly. Hinges, pins and all dogs to be eased up. All dogs to be renewed where necessary. Rubber gasket under movable ports to be renewed where required. Port glasses to be examined for looseness, and where loose to be reset.

**Par. 4—After end of Dome over Social Hall**

One (1) steel door. Hinges, pins and dogs to be eased up. Door to be made thoroughly tight and workable.

**Par. 5—Center Skylight aft of Social Hall**

Eight (8) permanent and four (4) movable ports. Hinges, pins and dogs to be eased up and made thoroughly workable. All port glasses to be thoroughly cleaned, gaskets under movable ports to be renewed. All port glasses to be examined for looseness, and where loose to be reset. Dogs to be renewed where necessary.

**Par. 6—Skylight over Stairways aft of Social Hall**

Port and Starboard skylights aft of Social Hall over Stairways will be changed and modified to meet the requirements of the new ventilating ducts which will be placed in the stairway wells. These changes and additions are in interior art glass under Title III.

**Par. 7—Skylight over Radio Office For'd of No. 2 Stack**

Four (4) permanent lights. Glass to be cleaned and examined for looseness, and where loose to be reset.

Two (2) steel hinged doors on side of skylight. Hinges, pins and dogs to be eased up and doors to be made thoroughly workable.

**Par. 8—Skylight over Radio Instrument Room**

Two (2) permanent lights. Glass to be cleaned and examined for looseness, and where loose to be reset.

**Par. 9—Skylight over Gymnasium**

Twelve (12) permanent and eight (8) movable ports. Hinges, pins and tumbler bolts and screws to be eased up and ports to be made thoroughly workable. Gaskets to be renewed under movable ports. Gaskets to be renewed under permanent ports if necessary. All glass to be examined for looseness, and where loose to be reset.

Two (2) permanent ports at each end of skylight. Glass to be cleaned and renewed where required.

**Par. 10—After end of Dome over Winter Garden**

One (1) steel door. Hinges, pins and dogs to be eased up. Door to be made thoroughly tight and workable.

**Par. 11—Dome over Ritz Carlton**

One (1) steel door at after end. Hinges, pins and dogs to be eased up. Door to be made thoroughly tight and workable.

**Par. 12—Skylight over Air Trunk**

A total of sixteen (16) movable port. Four (4) forward, two (2) starboard, seven (7) port and three (3) aft. Hinges, pins and tumbler screws to be eased up and made thoroughly workable. Gaskets to be renewed and glasses to be examined for looseness, and where loose to be reset.

**Par. 13—Skylight and Hatches in way of Dummy Stack**

Four (4) movable ports in skylight, starboard side. Hinges, pins and tumbler screws to be eased up and rubber gaskets to be renewed. All glasses to be examined for looseness, where loose to be reset. Ports to be made thoroughly workable.

Three (3) skylights and a total of eight (8) fixed ports in hatch on starboard side. Hinges, pins and catches and operating gear to be thoroughly overhauled and made thoroughly workable. All glass to be cleaned and examined for looseness, and where loose to be reset.

Three (3) skylights and a total of eight (8) fixed ports in hatches on port side. Hinges, pins and catches and operating gear to be thoroughly overhauled and made thoroughly workable. All glass to be cleaned and examined for looseness, and where loose to be reset.

One (1) steel door aft of dummy stack. Hinges and pins to be eased up and lock repaired, and door made thoroughly workable.

One (1) steel door port side of dummy stack. Hinges and pins to be eased up and lock repaired, and door made thoroughly workable.

**Par. 14—Skylights over Restaurant Galley**

Four (4) skylights over each hatch and eight (8) permanent ports on each hatch, both starboard and port. Hinges, pins and lifting gear to be eased up and made thoroughly workable. Glass to be examined for looseness and where loose to be reset.

**Par. 15—Center Skylight Hatch Over Restaurant Galley**

Six (6) skylights and eighteen (18) permanent port lights. Hinges, pins and lifting gear to be eased up and made thoroughly workable, and all glass to be thoroughly cleaned and examined for looseness, where loose to be reset.

One (1) steel door on steel deck house aft of galley hatch. Hinges and pins to be eased up and locks to be repaired, and door made thoroughly workable.

**SECTION 4****INTERIOR WINDOWS ON "A" AND "B" DECKS****Par. 1—In First Class Smoking Room**

Twelve (12) drop windows on forward bulkhead; all to be examined and put in thorough working order; rawhide cords to be renewed.

Twenty-four (24) swing windows on forward bulkhead. All catches and hinges to be thoroughly overhauled and put in working order.

Eight (8) drop windows on port side; all to be examined and put in thorough working order; rawhide cords to be renewed in all drop windows.

Sixteen (16) swing windows on port side. All catches and hinges to be thoroughly overhauled and put in working order.

Eight (8) drop windows on starboard side; all to be examined and put in thorough working order; rawhide cords to be renewed in all drop windows.

Sixteen (16) swing windows on starboard side. All catches and hinges to be thoroughly overhauled and put in working order.

**Par. 2—In Social Hall**

Three (3) sets of plate glass windows on port side. Hinges and catches to be eased up and thoroughly overhauled. Broken glass to be renewed and windows put in good working condition.

Three (3) sets of plate glass windows on starboard side. Hinges and catches to be eased up and thoroughly overhauled.

**Par. 3—In Main Companionway**

One (1) double window with fan light on port side. Hinges and catches to be eased up, and locks made thoroughly workable. Glass to be cleaned and re-puttied where necessary.

One (1) double window with fan light on starboard side. Hinges and catches to be eased up and locks to be made thoroughly workable. Glass to be cleaned and re-puttied where necessary.

**Par. 4—In Restaurant**

Thirteen, (13) sets of interior windows on port side. Hinges and catches to be eased up and operating gear for opening and closing windows to be repaired and put in working order. Glass to be renewed and re-puttied where necessary. Glass to be thoroughly cleaned. There are five (5) iron grills. Hinges and catches to be eased up and made thoroughly workable.

Thirteen (13) sets of interior windows on starboard side. Hinges and catches to be eased up and operating gear for opening and closing windows to be repaired and put in working order. Glass to be renewed and re-puttied where necessary. Glass to be thoroughly cleaned. There are five (5) iron grills. Hinges and catches to be eased up and made thoroughly workable.

**SECTION 5****AIRPORTS, DOORS ETC., ON "A" DECK****Par. 1—In First Class Smoking Room**

Twenty-four (24) permanent and twelve (12) movable ports in forward bulkhead. All permanent ports to be cleaned and repaired where necessary. Hinges, pins and screws on all movable ports to be eased up and made thoroughly workable. New rubber gaskets to be fitted on all movable ports, and on permanent ports where necessary. Two stay hooks to be renewed.

**Par. 2—On Port Side, First-Class Smoking Room**

Sixteen (16) permanent and eight (8) movable ports; one (1) broken permanent port and one (1) broken port nut to be renewed. All permanent ports to be cleaned and repaired where necessary. Hinges, pins and screws on all movable ports to be eased up and made thoroughly workable. New rubber gaskets to be fitted on all movable ports and on permanent ports where necessary. Lag screws to be furnished where necessary.

**Par. 3—On Port Side under For'd Stack**

One (1) door to compartment (Deck Stores). Hinges and dogs to be eased up and made thoroughly workable. Rubber gasket to be renewed.

**Par. 4—On port Side, For'd Fidley**

One (1) steel door. Hinges to be eased up, lock repaired, ajar catch renewed; door to be faired if necessary, and made thoroughly workable.

**Par. 5—On Port Side, Social Hall**

A total of eighteen (18) movable parts. Hinges, pins and tumbler bolts to be eased up and made thoroughly workable. Paint to be scraped off brass work. Rubber gaskets to be renewed.

**Par. 6—On Port Side, For'd of No. 2 Stack**

One (1) steel door to compartment (Deck Stores). Hinges and dogs to be eased up. Rubber gaskets to be renewed. Door to be faired as required and made thoroughly workable.

Two (2) windows for'd of No. 2 stack. Hinges to be renewed, glasses to be renewed and puttied. Windows to be taken out and refitted.

One (1) steel door to No. 2 Fidley. Hinges to be eased up, lock repaired, jar catch renewed; door to be faired if necessary and made thoroughly workable.

**Par. 7—On Port Side, Winter Garden**

Windows. Hinges and brass dogs on windows to be renewed. Rubber gaskets to be renewed. Lag screws to be furnished where necessary. Glass to be taken out and refitted and renewed where necessary.

**Par. 8—On Port Side, Restaurant**

A total of eighteen (18) ports, nine (9) permanent and nine (9) movable. Hinges, pins and screws to be eased up and made thoroughly workable. Rubber gaskets to be renewed on movable ports. All paint to be scraped off brass work. All glass to be examined for looseness, and where loose to be reset.

NOTE: Frames of above ports are made of brass and apparently secured to bulkhead with steel screws. Steel screws to be replaced by brass screws.

**Par. 9—On Port Side Electric Station No. 75**

One (1) steel door. Hinges to be eased up, lock to be repaired, door to be faired if necessary and made thoroughly workable.

**Par. 10—On port Side, Engineers' Smoking Room**

Two (2) 15" ports. Hinges and screws to be eased up. Rubber gaskets to be renewed. Glass to be examined for looseness, and where lose to be reset.

**Par. 11—On Port Side, Aft of Engine Room Entrance**

Two (2) 15" ports. Hinges and screws to be eased up. Rubber gaskets to be renewed. Glass to be examined for looseness and where loose to be reset.

**Par. 12—On Port Side, Deck Stores**

One (1) steel door. Hinges and dogs to be eased up. Rubber gaskets to be renewed. Door to be faired as required and made thoroughly workable.

**Par. 13—On Port Side, Printing Office**

Five (5) 15" ports. Hinges and screws to be eased up. Rubber gaskets to be renewed. Glass to be examined for looseness, and where loose to be reset.

**Par. 14—On Port Side, After End of House**

One (1) 15" port. Hinges and screws to be eased up. Rubber gasket to be renewed. Glass to be examined for looseness, and where loose to be reset.

Two (2) 15" ports. Hinges and screws to be eased up. Rubber gaskets to be renewed. Glass to be examined for looseness, and where loose to be reset.

**Par. 15—On Starboard Side, First-Class Smoking Room**

Sixteen (16) permanent and eight (8) movable ports. All permanent ports to be cleaned and repaired where necessary. Hinges pins and screws on all movable ports to be eased up and made thoroughly workable. New rubber gaskets to be fitted on all movable ports, and on permanent ports where necessary. Lag screws to be furnished as required.

**Par. 16—On Starboard Side, under No. 1 Stack**

One (1) steel door to compartment (Deck Stores). Hinges and dogs to be eased up and made thoroughly workable. Rubber gaskets to be renewed.

**Par. 17—On Starboard Side, over Men's Toilet**

Two (2) 15" ports. Hinges, pin and tumbler bolts to be eased up. Rubber gaskets to be renewed.

**Par. 18—On Starboard Side, For'd Fidley**

One (1) steel door. Hinges to be eased up, lock and ajar catch to be repaired, door to be faired if required and made thoroughly workable.

**Par. 19—On Starboard Side, Social Hall**

Eighteen (18) movable ports. Hinges, pins and tumbler bolts to be eased up and made thoroughly workable. Paint to be scraped off brass work. Rubber gaskets to be renewed.

**Par. 20—On Starboard Side, Radio Room**

Two (2) 15" ports. Hinges, pins and tumbler bolts to be eased up and made thoroughly workable. Rubber gaskets to be renewed.

**Par. 21—On Starboard Side, For'd of No. 2 Fidley**

One (1) steel door to compartment (Deck Stores). Hinges and dogs to be eased up and made thoroughly workable. Rubber gaskets to be renewed.



**Par. 22—On Starboard Side, No. 2 Fidley**

One (1) steel door. Hinges to be eased up, lock and ajar catch to be repaired, door to be faired if required and made thoroughly workable. One (1) set of windows, hinges and brass dogs on windows to be furnished as required. Glass to be taken out and renewed where necessary.

**Par. 23—On Starboard Side, Winter Garden**

Windows. Hinges and brass dogs on windows to be renewed. Rubber gaskets to be renewed. Lag screws to be furnished as required. Glass to be taken out and refitted and renewed where necessary.

**Par. 24—On Starboard Side, Restaurant**

Eighteen (18) ports, nine (9) permanent and nine (9) movable. One (1) broken tumbler bolt nut to be renewed. Hinges, pins and screws to be eased up and made thoroughly workable. Rubber gaskets to be renewed on movable ports.

All paint to be scraped off brass work. All ports to be examined for looseness, and where glass is found to be loose, to be reset.

NOTE: Frames of above ports are made of brass and apparently secured to bulkhead with steel screws. Steel screws to be replaced by brass screws.

**Par. 25—On Starboard Side, under No. 3 Stack**

One (1) steel door to compartment (Deck Stores). Hinges and dogs to be eased up. Rubber gasket to be renewed. Door to be faired as repaired and made thoroughly workable.

**Par. 26—On Starboard Side, (Apparently) Stewards' Quarters**

Six (6) 15" ports. Hinges, pins and tumbler bolts to be eased up and made thoroughly workable. Rubber gaskets to be renewed.

**Par. 27—On Starboard Side, First-Class Pantry**

Five (5) 15" ports. Hinges, pins and tumbler bolts to be eased up and made thoroughly workable. Rubber gaskets to be renewed. Iron guards over two after ports to be repaired.

**Par. 28—On Starboard Side, After End of House**

Four (4) 15" ports. Hinges, pins and tumbler bolts to be eased up and made thoroughly workable. Rubber gaskets to be renewed. Iron guards over two after ports to be repaired.

**SECTION 6**

**AIRPORTS, DOORS, ETC. ON B DECK**

**Par. 1—In Forward Bulkhead**

The twenty-seven (27) fixed lights shall be thoroughly cleaned, glass examined for looseness and where loose, reset.

The glasses for the twenty-seven (27) Laycock frameless lights

have been removed and steel plates substituted. These steel plates shall be removed and proper glass substituted. The telescopic balance gear to be overhauled and put in first-class condition. All missing fittings shall be replaced.

**Par. 2—In Inboard Bulkhead, Forward Staterooms**

Six (6) ports (drop type). Ports to be examined and put in thorough working order. Portlight glasses to be examined for looseness, and where loose to be reset. Hinges, pins and catches on deadlights over drop ports to be eased up and repaired.

Two (2) 15" ports. Hinges, pins and tumbler bolts to be eased up, rubber gaskets to be renewed. Hinges, pins and catches on deadlights over these ports to be eased up and repaired.

**Par. 3—On Port Side, Promenade**

One (1) 15" swing port. Hinges, pins and tumbler bolts to be cleaned and eased up. Glass to be cleaned, rubber gasket to be renewed if necessary, port to be made thoroughly workable and watertight.

The seventy (70) fixed lights shall be thoroughly cleaned, glass to be examined for looseness and where loose, reset.

The glasses for the seventy (70) Laycock frameless lights have been removed and steel plates substituted. These steel plates shall be removed and proper glass substituted. The telescopic balance gear to be overhauled and put in first-class condition. All missing fittings shall be replaced.

**Par. 4—On Port Side, Staterooms Forward**

One (1) port (drop type). Glass to be scraped and cleaned. Inner casing to be removed and port to be examined and eased up so as to enable drop light to operate properly. Rubber jointing to be renewed if required. Binding screw to be examined and eased up. Socket key to be supplied for binding screw.

**Par. 5—On Port Side Of Library**

Five (5) sets of windows in Library. Hinges and catches to be eased up; glass to be examined for looseness, and to be reset where required, and windows to be put in thorough working condition.

**Par. 6—On Port Side, Aft Of Library**

Two (2) ports (drop type). Glass to be scraped and cleaned. Inner casing to be removed and port to be examined and eased up so as to enable drop light to operate properly. Rubber jointing to be renewed if required. Binding screw to be examined and eased up. Socket key to be supplied for binding screw.



**Par. 7—On Port Side, Main Entrance between Social Hall and Winter Garden**

One (1) set of four (4) windows. Hinges, pins and locks to be examined and eased up. Windows to be cleaned and examined for looseness, and where loose to be reset, or renewed if necessary.

**Par. 8—On Port Side, Winter Garden**

Three (3) sets of windows, centre set has top halves movable. All hinges and catches to be overhauled and made thoroughly workable. All glass to be examined for looseness, where loose to be reset or renewed if required. Forward and after sets are permanent. Glass to be cleaned, and examined for looseness, where loose to be reset or renewed if required.

**Par. 9—On Port Side, Restaurant**

Five (5) plate glass windows, three (3) of which are sliding or drop type. Sliding windows to be thoroughly overhauled and made workable. Rubber jointing to be examined and renewed if required. All glass to be cleaned.

**Par. 10—On Port Side, Aft of Restaurant**

Two (2) drop ports. Glass to be scraped and cleaned. Inner casing to be removed and port to be examined and eased up so as to enable drop light to operate properly. Rubber jointing to be renewed if required. Binding screw to be examined and eased up. Socket key to be supplied for screw.

**Par. 11—On Port Side, Restaurant Pantry**

Seven (7) 15" ports. Hinges, pins and tumbler bolts to be cleaned and eased up. Glass to be cleaned, rubber gaskets to be renewed where necessary and ports to be made thoroughly workable and watertight.

**Par. 12—On Port Side, After End of House, 2nd Class Lounge**

Six (6) sets of windows. All glass to be cleaned; where loose to be reset or renewed if required. All hinges, pins and catches to be eased up and put in thorough working condition.

**Par. 13—In After End of House, 2nd Class Lounge**

Three (3) sets of windows. All glass to be cleaned; where loose to be reset or renewed if required. All hinges, pins and catches to be eased up and put in thorough working condition.

**Par. 14—On Starboard Side, Promenade**

One (1) 15" swing port. Hinges, pins and tumbler bolts to be cleaned and eased up. Glass to be cleaned, rubber gasket to be renewed if necessary, port to be made thoroughly workable and watertight.

The seventy (70) fixed lights shall be thoroughly cleaned, glass to be examined for looseness and where loose, reset.

The glasses for the seventy (70) Laycock frameless lights have been removed and steel plates substituted. These steel plates shall be removed and proper glass substituted. The telescopic balance gear to be overhauled and put in first-class condition. All missing fittings shall be replaced.

**Par. 15—On Starboard Side, Staterooms Forward**

One (1) drop port. Glass to be scraped and cleaned. Inner casing to be removed and port to be examined and eased up so as to enable drop light to operate properly. Rubber jointing to be renewed if required. Binding screw to be examined and eased up. Socket key to be supplied for binding screw.

**Par. 16—On Starboard Side, of Library**

Five (5) sets of windows in Library. Hinges and catches to be eased up; glass to be examined for looseness, and to be reset where required, and windows to be put in thorough working condition.

**Par. 17—On Starboard Side, Aft of Library**

One (1) 15" swing port. Hinges, pins and tumbler bolts to be cleaned and eased up. Glass to be cleaned and rubber gasket to be renewed if necessary. Port to be made thoroughly workable and tight.

**Par. 18—On Starboard Side, Aft of Library**

Two (2) ports (drop type). Glass to be scraped and cleaned. Inner casing to be removed and port to be examined and eased up so as to enable drop light to operate properly. Rubber jointing to be renewed if required. Binding screw to be examined and eased up. Socket key to be supplied for binding screw.

**Par. 19—On Starboard Side, Main Entrance between Social Hall and Winter Garden**

One (1) set of four (4) windows. Hinges, pins and locks to be examined and eased up. Windows to be cleaned and examined for looseness, and where loose to be reset, or renewed if necessary.

**Par. 20—On Starboard Side, Winter Garden**

Three (3) sets of windows, centre set has top halves movable. All hinges and catches to be overhauled and made thoroughly workable. All glass to be examined for looseness, where loose to be reset or renewed if required. Forward and after sets are permanent. Glass to be cleaned, and examined for looseness, where loose to be reset or renewed if required.

**Par. 21—On Starboard Side, Ritz Carlton Restaurant**

Five (5) Plate glass windows, three (3) of which are sliding or drop type. Sliding windows to be thoroughly overhauled and made workable. Rubber jointing to be examined and renewed if required. All glass to be cleaned.

**Par. 22—On Starboard Side, Aft of Restaurant**

Four (4) drop ports. Glass to be scraped and cleaned. Inner casing to be removed and port to be examined and eased up so as to enable drop light to operate properly. Rubber jointing to be renewed if required. Binding screw to be examined and eased up. Socket key to be supplied for screw.

**Par. 23—On Starboard Side, Bath Room Aft of B-21**

One (1) 10" port. Glass to be renewed. Hinges, pins and tumbler bolts to be eased up and made thoroughly workable. Rubber gasket to be renewed.

**Par. 24—On Starboard Side, Aft of Bath Room**

Four (4) drop ports. Glass to be scraped and cleaned. Inner casing to be removed and port to be examined and eased up so as to enable drop light to operate properly. Rubber jointing to be renewed if required. Binding screw to be examined and eased up. Socket key to be supplied for binding screw.

**Par. 25—On Starboard Side, Aft of 2nd Class Lounge**

Three (3) 15" ports. Hinges pins and tumbler bolts to be eased up. Rubber gaskets to be renewed if necessary.

**Par. 26—On Starboard Side, After End of House, 2nd Class Lounge**

Six (6) sets of windows. All glass to be cleaned; where loose to be reset or renewed if required. All hinges, pins and catches to be eased up and put in thorough working condition.

**Par. 27—In Wood Doors on "B" Deck**

Ten (10) wood doors, four (4) single and six (6) double. All port lights in these doors to be examined for looseness and reset or renewed where necessary. Ventilators in doors to be repaired or renewed as required.

**SECTION 7**

**AIRPORTS, DOORS ETC. ON "C" DECK**

**Par. 1—For'd of Foremast at Ventilating Intake**

One (1) hatch with four (4) skylights and twelve (12) fixed port lights. Hinges, pins and lifting gear to be overhauled and put in thorough working order. Skylights to be faired if required; port glasses to be examined for looseness, and where loose reset.

**Par. 2—Aft of Foremast**

Two (2) fixed port lights. Glass to be examined for looseness, and where loose reset.

**Par. 3—Skylight at Forward End of Super-structure**

Ten (10) movable ports. Hinges, pins, tumbler bolts and screws to be eased up and made thoroughly workable. Rubber gaskets to be

renewed; glasses to be examined for looseness, and where loose reset. Ports to be made thoroughly watertight.

**Par. 4—In Forward End of Super-structure**

Nine (9) moveable ports. Hinges, pins, tumbler bolts and nuts on both ports and deadlights to be eased up and made thoroughly workable; gaskets to be renewed where required; stopper screws to be eased up and made thoroughly workable; glass to be examined for looseness, and where loose reset.

Two (2) non-watertight and two (2) watertight doors. Hinges and pins to be eased up; locks to be required, and doors to be faired if required. Hinges, pins and dogs on watertight doors to be eased up and made workable; rubber gaskets to be renewed; doors and frames to be scaled and cleaned and faired where necessary. Port glasses in doors to be cleaned and examined for looseness, and where loose reset.

**Par. 5—In Port and Starboard Side Lights Enclosures**

Starboard Side Light—port glass to be rejointed and made thoroughly tight. Lag screws to be furnished where necessary.

Port Side Light—port glass to be made thoroughly tight. Lag screws to be furnished where necessary.

**Par. 6—In Staterooms C-118 to C-120**

Five (5) swing ports. Hinges, pins and tumbler bolts to be eased up; stopper screw to be eased up and made thoroughly workable; glass to be examined for looseness, and where loose reset; rubber gaskets to be renewed where necessary. Ports to be made thoroughly workable and watertight.

**Par. 7—In Staterooms C-124 to C-148**

Sixteen (16) swing ports. Hinges, pins and tumbler bolts to be eased up; stopper screws to be eased up and made thoroughly workable; glass to be examined for looseness, and where loose reset; rubber gaskets to be renewed where necessary; ports to be made thoroughly workable and watertight.

**Par. 8—In Suite C-150 to C-154**

Six (6) swing ports. Hinges, pins and tumbler bolts to be eased up; stopper screws to be eased up and made thoroughly workable; glass to be cleaned, examined for looseness, and where loose reset; rubber gaskets to be renewed where necessary; ports to be made thoroughly workable and watertight.

Four (4) plate glass windows (drop type). Spiral springs and telescopic joints to be cleaned and eased up and put in thorough working condition; rubber jointing to be renewed if necessary.

**Par. 9—On Port Side, Forward Lobby**

One (1) port. Glass to be cleaned; glass frame and casing to be cleaned and eased; pulleys, port chains and guides for weight to be

thoroughly examined; gasket to be renewed if necessary; binding screw to be eased up and port put in thorough working condition.

**Par. 10—In Staterooms C-160 to C-162**

Four (4) ports. Glass to be cleaned; glass frame and casing to be cleaned and eased; pulleys, port chains and guides for weight to be thoroughly examined and overhauled; gaskets to be renewed if necessary; binding screws to be eased up and ports put in thorough working condition.

**Par. 11—In Staterooms C-166 to C-176**

Eight (8) ports. Glass to be cleaned; glass frame and casing to be cleaned and eased; pulleys, port chains and guides for weight to be thoroughly examined and overhauled; gaskets to be renewed if necessary; binding screws to be eased up and ports put in thorough working condition.

**Par. 12—In Staterooms C-182 to C-198**

Eleven (11) ports. Glass to be cleaned; glass frame and casing to be cleaned and eased; pulleys, port chains and guides for weight to be thoroughly examined and overhauled; gaskets to be renewed if necessary; binding screws to be eased up and ports put in thorough working condition.

**Par. 13—In Staterooms C-710 to 714**

Three (3) ports. One broken handle to be renewed; glass to be cleaned; glass frame and casing to be cleaned and eased; pulleys, port chains and guides for weight to be thoroughly examined and overhauled; gaskets to be renewed if necessary; binding screws to be eased up and ports put in thorough working condition.

**Par. 14—In Staterooms C-716 to C-721**

Five (5) ports. Glass to be cleaned; glass frame and casing to be cleaned and eased; pulleys, port chains and guides for weight to be thoroughly examined and overhauled; glasses to be renewed if necessary; binding screws to be eased up and ports put in thorough working condition.

**Par. 15—In Staterooms C-117 to C-149**

Twenty (20) swing ports. Hinges, pins and tumbler bolts to be eased up; stopper screws to be eased up and made thoroughly workable; glass to be examined for looseness, and where loose reset; glass to be thoroughly cleaned; rubber gaskets to be renewed where necessary.

**Par. 16—In Suite C-151 to C-155**

Six (6) swing ports. Hinges, pins and tumbler bolts to be eased up; stopper screws to be eased up and made thoroughly workable; glass to be thoroughly cleaned, examined for looseness, and where loose reset; rubber gaskets to be renewed where necessary.

Four (4) plate glass swindows (drop type). Spiral springs and telescopic joints to be cleaned and eased up and put in thorough working condition; rubber jointing to be renewed if necessary.

**Par. 17—In Staterooms C-161 to C-183**

Fifteen (15) ports. One (1) broken handle to be renewed; glass to be cleaned; glass frame and casing to be cleaned and eased; pulleys, port chains and guides for weight to be thoroughly examined and overhauled; gaskets to be renewed if necessary; binding screws to be eased up; and ports put in thorough working condition.

**Par. 18—In Staterooms C-185 to C-191**

Seven (7) ports. Glass to be cleaned; glass frame and casing to be cleaned and eased; pulleys, port chains and guides for weight to be thoroughly examined and overhauled; gaskets to be renewed if necessary; binding screws to be eased up; and ports put in thorough working condition.

**Par. 19—In Staterooms C-705 to C-715**

Six (6) ports. Glass to be cleaned; glass frame and casing to be cleaned and eased; pulleys, port chains and guides for weight to be thoroughly examined; gaskets to be renewed if necessary; binding screws to be eased up, and ports put in thorough working condition.

**Par. 20—In After End of Super-structure**

One (1) set of six (6) permanent windows. Glass to be scraped and cleaned; examined for looseness, and where loose reset; or renewed if necessary.

**Par. 21—On Port Side of Deck House**

One (1) set of seven (7) moveable ports, arranged alongside of deck house for ventilating over passageway on "D" Deck. Hinges, pins and tumbler bolts to be eased up and made thoroughly workable; all glass to be cleaned, examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary, and ports made watertight.

**Par. 22—On Starboard Side of Deck House**

One (1) set of eight (8) moveable ports, arranged alongside of deck house for ventilating over passageway on "D" Deck. Hinges, pins and tumbler bolts to be eased up and made thoroughly workable; all glass to be cleaned, examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary, and ports made watertight.

**Par. 23—In 'Midship Deck House, Aft of Main Deck House**

Two (2) 12½" diameter swing ports. Hinges, pins and tumbler bolts to be eased up and made thoroughly workable; all glass to be cleaned, examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary, and ports made watertight.

**Par. 24—In Skylight Hatch, Aft of 'Midship Deck House**

One (1) skylight hatch with eight (8) skylights and sixteen (16)

fixed lights. Hinges, pins and lifting gear to be thoroughly overhauled and put in working condition. Iron bars over fixed lights to be renewed; skylight frames and skylights to be faired where necessary; angle bars around hatch to be repaired.

**Par. 25—In Starboard Skylight Over Ventilating Ducts**

Two (2) permanent and two (2) moveable ports. Glass to be examined for looseness, and where loose reset; hinges, pins and tumbler bolts to be thoroughly overhauled and put in working condition; rubber gaskets to be renewed where necessary.

**Par. 26—In Port Skylight over Ventilating Ducts**

Two (2) permanent and two (2) moveable ports; two broken tumbler nuts to be renewed; glass to be examined for looseness, and where loose reset. Hinges, pins and tumbler bolts to be thoroughly overhauled and put in working condition; rubber gaskets to be renewed where necessary.

**Par. 27—In Forward Deck House on Poop Deck**

One (1) steel door on after side of house. Hinges and pins to be eased up, lock to be repaired, door to be faired where required and put in working condition.

**Par. 28—In Skylight on Poop Deck**

Eight (8) permanent and four (4) moveable ports on skylight. Glass to be cleaned, examined for looseness and where loose reset, or renewed where necessary; one (1) broken tumbler nut to be renewed. Hinges, pins and tumbler bolts to be eased up; rubber gaskets to be renewed where necessary, and moveable ports put in thorough working condition.

**Par. 29—In After Wheel House**

Five (5) windows (drop style). Glass to be reset where loose. Leather straps to be renewed on windows where required.

**Par. 30—In Wood Doors on "C" Deck**

Glass ports and ventilators in these doors to be repaired or replaced where necessary.

## SECTION 8

### AIRPORTS, DOORS, PORTS ETC. ON "D" DECK

**Par. 1—Forward Deck Hatch**

One (1) steel hatch, 37"x42". Hinges, pins and tumbler bolts on steel cover to be eased up; tumbler nuts to be renewed; rubber gasket to be renewed if necessary, and hatch made thoroughly watertight.

One (1) steel hatch, 18" in diameter. Hinges, pins and tumbler bolts on steel hatch cover to be eased up; rubber gasket to be renewed if necessary and hatch made thoroughly watertight and workable.

**Par. 2—In Ship's Side Ports, Forward**

Eight (8) steel ports, four (4) on port and four (4) on starboard side, over mooring leads to capstans. Ports to be faired if necessary; hinges, pins and dogs to be eased up and ports made thoroughly workable.

Four (4) freeing ports, two (2) on port and two (2) on starboard side. Two (2) steel doors complete to be supplied for freeing ports on starboard side. Hinges, pins and dogs to be eased up and made thoroughly workable on freeing ports on port side.

**Par. 3—In forward Booby Hatch**

One (1) steel watertight door on booby hatch. Door to be faired if necessary; hinges and dogs to be eased up; rubber gasket to be renewed if necessary, and door made thoroughly workable and watertight.

One (1) fixed 9½" port. Glass to be examined for looseness, and where loose to be reset; deadlight over port to be repaired, and put in working condition.

**Par. 4—In Forward Deck House**

Six (6) swing ports in forward end of house, two (2) of which are Utley Type of ventilating ports; hinges, pins and tumbler bolts to be eased up; glass to be examined for looseness, and where loose reset; rubber gaskets to be renewed; dogs and catches on deadlights to be eased up and put in working condition.

Two (2) double watertight doors in forward end of house; hinges, pins and dogs to be eased up; doors to be faired if necessary, and made thoroughly workable and watertight; there are two (2) port lights in each door; glasses to be examined for looseness, and where loose reset; hinges, dogs and catches on deadlights over door port lights to be eased up and made thoroughly workable.

Six (6) swing ports with deadlights in port side; all hinges, pins, tumbler bolts and nuts to be eased up; rubber gaskets to be renewed if necessary; glasses to be examined for looseness, and where loose reset.

Seven (7) swing ports with deadlights in starboard side; all hinges, pins, tumbler bolts and nuts to be eased up; rubber gaskets to be renewed if necessary; glasses to be examined for looseness, and where loose reset.

Eight (8) swing ports with deadlights in after end of house; all hinges, pins, tumbler bolts and nuts to be eased up; rubber gaskets to be renewed if necessary; glasses to be examined for looseness, and where loose reset.

Eighteen (18) steel doors. Doors to be faired where required; hinges and pins to be eased up; locks and catches to be repaired, and all doors put in thorough working condition.



Two (2) garbage chutes in after end of house, one (1) port and one (1) starboard, hinges, pins and tumbler bolts and nuts to be eased up and made thoroughly workable.

**Par. 5—In Deck House Aft of No. 2 Forward Cargo Hatch**

Eight (8) swing ports, four (4) on forward end and four (4) on after end of house, with deadlights; all hinges, pins, tumbler bolts and nuts to be eased up; rubber gaskets to be renewed if necessary; glasses to be examined for looseness and where loose reset.

Six (6) wood doors leading to Steerage Quarters; glass ports repaired.

**Par. 6—Freeing Ports Forward**

Two (2) freeing ports one (1) port and one (1) starboard; hinges, pins and dogs to be eased up and made thoroughly workable, on steel doors.

**Par. 7—In Forward End of Super-structure**

Eight (8) ports, four (4) of which are permanent and four (4) swinging, with deadlights. All hinges, pins, tumbler bolts and nuts on swing ports and deadlights to be eased up and made thoroughly workable; rubber gaskets to be renewed; all port glasses to be examined for looseness, and where loose reset.

Five (5) moveable ports in skylight; hinges, pins, tumbler bolts and nuts to be eased up; all glass to be cleaned and examined for looseness, and where loose reset. Three (3) broken tumbler bolts to be renewed; rubber gaskets to be renewed and ports made thoroughly watertight and workable.

Two (2) watertight doors; hinges, pins and dogs to be eased up; doors to be faired if required; rubber gaskets to be renewed; port glasses in doors be examined for looseness, and where loose reset. Doors to be made thoroughly watertight and workable.

**Par. 8—Cargo Hatch on Forward Part of Deck**

Three (3) cargo hatches. All steel hatches and hatch coamings to be faired where required, swing doors in steel hatches to be faired if necessary; hinges, pins and catches to be eased up and doors made thoroughly workable and watertight; fixed port lights in hatches and doors—glass to be examined for looseness and where loose reset; tumbler bolts, nuts and pins for steel hatches to be eased up and renewed where required; jointing to be renewed on hatches if necessary and hatches made thoroughly watertight.

**Par. 9—In Stateroom D-212 to D-214**

Five (5) swing ports; hinges, pins and tumbler bolts to be eased up; port glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if required; stopper screws to be eased up and ports put in thorough watertight and working condition.

**Par. 10—In Staterooms D-216 to D-220**

Four (4) universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary and ports put in thorough watertight and working condition.

**Par. 11—In Staterooms D-222 to D-266**

Twenty-one (21) swing ports; hinges, pins and tumbler bolts to be eased up; port glasses to be examined for looseness and where loose reset; rubber gaskets to be renewed if required; stopper screws to be eased up and ports put in thorough watertight and working condition.

**Par. 12—In Stateroom D-270**

Two (2) universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary, and ports put in thorough watertight and working condition.

**Par. 13—In Passageway, Port Side Aft of Stateroom D-270 to Aft of D-274**

Six (6) swing ports; hinges, pins and tumbler bolts to be eased up; port glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if required; stopper screws to be eased up and ports put in thorough watertight and working condition.

**Par. 14—In Stateroom D-274**

Two (2) universal ports; to be thoroughly examined; all working parts to be eased up and made workable, rubber gaskets to be renewed if necessary, and ports put in thorough watertight and working condition.

**Par. 15—In Passageway, Port Side Between Staterooms D-274 and D-276**

One (1) swing port. Hinges, pins and tumbler bolts to be eased up; port glass to be examined for looseness and if loose reset; rubber gasket to be renewed if required; stopper screw to be eased up and port put in thorough watertight and working condition.

**Par. 16—In Staterooms D-276 to D-306**

Six (6) universal ports. Ports to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary, and ports put in thorough watertight and working condition.

**Par. 17—In D-306 Bath Room and Passageway**

Two (2) swing ports. Hinges, pins and tumbler bolts to be eased up; port glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if required; stopper screws to be eased up and ports put in thorough watertight and working condition.

**Par. 18—In Stateroom D-308**

Two (2) universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary and ports put in thorough watertight and working condition.



**Par. 19—In staterooms D-316 to D-320**

Six (6) swing ports. Hinges, pins and tumbler bolts to be eased up; port glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if required; stopper screws to be eased up and ports put in thorough watertight and working condition.

**Par. 20—In Staterooms D-326 to D-328**

Four (4) universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary, and ports put in thorough watertight and working condition.

**Par. 21—In Passageway between Staterooms D-326 and D-328**

One (1) swing port. Hinges, pins and tumbler bolts to be eased up; port glass to be examined for looseness, and where loose reset; rubber gasket to be renewed if necessary; stopper screws to be eased up and port put in thorough watertight and working condition.

**Par. 22—In Staterooms D-334 to D-354**

Eleven (11) swing ports. Hinges, pins and tumbler bolts to be eased up; port glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary; stopper screws to be eased up, and ports put in thorough watertight and working condition.

**Par. 23—In Stateroom D-356**

One (1) universal port; to be thoroughly examined; all working parts to be eased up and made workable; rubber gasket to be renewed if necessary, and port put in thorough watertight and working condition.

**Par. 24—In Stateroom D-358 and Passageway**

Two (2) swing ports. Hinges, pins and tumbler bolts to be eased up; port glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary; stopper screws to be eased up, and ports put in thorough watertight and working condition.

**Par. 25—In Stateroom D-360**

Two (2) universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gasket to be renewed if necessary and port put in thorough watertight and working condition.

**Par. 26—In Staterooms D-211 to D-213 and Passageway**

Five (5) swing ports. Hinges, pins and timber bolts to be eased up; port glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary; stopper screws to be eased up and ports put in thorough watertight and working condition.

**Par. 27—In Staterooms D-215 to D-219**

Four (4) universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary and ports put in thorough watertight and working condition.

**Par. 28—In Staterooms D-221 to D-267**

Twenty (20) swing ports. Hinges, pins and tumbler bolts to be

eased up; port glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary; stopper screws to be eased up and ports put in thorough watertight and working condition; one (1) tumbler bolt and nut to be renewed; one (1) tumbler nut to be renewed; five (5) of above ports have steel bars on outside.

**Par. 29—In Stateroom D-271**

Two (2) universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary and ports put in thorough watertight and working condition.

**Par. 30—In Passageway Aft of Stateroom D-271 to Aft of D-275**

Six (6) swing ports. Hinges, pins and tumbler bolts to be eased up; port glasses to be examined for looseness and where loose reset; rubber gaskets to be renewed if necessary; stopper screws to be eased up and ports put in thorough watertight and working condition.

**Par. 31—In Staterooms D-277 to D-307**

Six (6) universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary and ports put in thorough watertight and working condition.

**Par. 32—In D-307 Bath Room and Passageway**

Two (2) swing ports. Hinges, pins and tumbler bolts to be eased up; port glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if required; stopper screws to be eased up and ports put in thorough watertight and working condition.

**Par. 33—In Stateroom D-309**

Two (2) universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary, and ports put in thorough watertight and working condition.

**Par. 34—In Staterooms D-317 to D-321**

Six (6) swing ports. Hinges, pins and tumbler bolts to be eased up; port glasses to be examined for looseness and where loose reset; rubber gaskets to be renewed if required; stopper screws to be eased up and ports put in thorough watertight and working condition.

**Par. 35—In Staterooms D-327 to D-329**

Four (4) universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary, and ports put in thorough watertight and working condition.

**Par. 36—In Passageway between present Staterooms D-327 & D-329**

One (1) swing port. Hinges, pins and tumbler bolts to be eased up; port glass to be examined for looseness and where loose reset; rubber gasket to be renewed if necessary; stopper screw to be eased up and port put in thorough watertight and working condition.

**Par. 37—In Staterooms D-335 to D-353**

Ten (10) swing ports. Hinges, pins and tumbler bolts to be eased

up; port glasses to be examined for looseness and where loose reset; rubber gaskets to be renewed if necessary; stopper screws to be eased up and port put in thorough watertight and working condition; one (1) tumbler bolt and nut to be renewed.

**Par. 38—In Stateroom D-355**

One (1) universal port; to be thoroughly examined; all working parts to be eased up and made workable; rubber gasket to be renewed if necessary and port put in thorough watertight and working condition.

**Par. 39—In Stateroom D-357 and Passageway**

Two (2) swing ports. Hinges, pins and tumbler bolts to be eased up; port glasses to be examined for looseness and where loose reset; rubber gaskets to be renewed if necessary; stopper screws to be eased up, and ports put in thorough watertight and working condition.

**Par. 40—In Stateroom D-359**

Two (2) universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary and ports put in thorough watertight and working condition.

**Par. 41—In After End of Super-structure**

Two (2) swing ports. Hinges, pins and tumbler bolts to be eased up; port glasses to be examined for looseness and where loose reset; rubber gaskets to be renewed if necessary; stopper screws to be eased up and ports put in thorough watertight and working condition.

One (1) 14" swing port. Hinges, pins and tumbler bolts to be eased up; port glass to be examined for looseness and where loose reset; rubber gasket to be renewed if necessary; stopper screw to be eased up, and port put in thorough watertight and working condition.

One (1) drop window, apparently has been used as a serving window; to be thoroughly overhauled or renewed.

Three (3) non-watertight doors (steel). Hinges, pins and dogs to be eased up; doors to be faired where required and made thoroughly workable.

Three (3) wood doors. Hinges and pins to be eased; locks and woodwork to be thoroughly repaired and doors made workable.

Two (2) fixed lights and ventilators on above doors; to be examined, overhauled and repaired as found necessary.

**Par. 42—In Second Class Deck House**

Ten (10) swing windows on forward end with permanent fan light windows.

Twenty-one (21) swing windows on port side with permanent fan light windows.

Twenty-one (21) swing windows on starboard side with permanent fan light windows.

Seven (7) swing windows on after end of house with permanent fan light windows.

Glass in all of the above windows to be thoroughly cleaned; to be examined for looseness, and where loose reset; hinges, pins and locks to be eased up and windows made thoroughly workable. See Sketch No. 8. (Rivets to be renewed on Frames where required.)

Five (5) 14" ports, two (2) on port side and three (3) on starboard side. Hinges, pins, tumbler bolts and nuts to be eased up; rubber gaskets to be renewed; glasses to be reset where loose.

One (1) single steel door on port side. Hinges and pins to be eased up and lock repaired; door to be faired if required and put in thorough working condition.

Two (2) double wood doors, one (1) port and one (1) starboard. Fixed glass ports in doors to be reset where loose.

Ten (10) moveable ports for ventilating over "E" Deck; six (6) arranged along deck house on port side and four (4) arranged along deck house on starboard side. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable; rubber gaskets to be renewed; glasses to be examined for looseness and where loose reset.

**Par. 43—In Third Class Deck House**

Ten (10) 14" swing ports on forward bulkhead of after deck house. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable; glass to be reset where loose; rubber gaskets to be renewed if required.

Two (2) non-watertight doors, one (1) on port side and one (1) on starboard side. Hinges and pins to be eased up; locks to be repaired; doors to be faired where necessary and made thoroughly workable.

One (1) watertight door. Hinges, pins and dogs to be eased up; door to be faired where required; rubber gasket to be renewed and door made thoroughly workable.

Six (6) wood framed hinged windows on port side and six (6) wood framed hinged windows on starboard side. Glass to be cleaned, examined for looseness, and where loose reset or renewed. Hinges and pins to be eased up, catches to be repaired and windows put in thorough working condition.

Eight (8) brass framed swinging windows at after end of Third Class Deck House. Hinges and pins to be eased up, locks and catches to be repaired; all glass to be cleaned and windows made thoroughly workable.

Two (2) steel double doors (non-watertight), one (1) on starboard and one (1) on port side. Hinges, pins and locks to be eased up; doors to be faired where required and made thoroughly workable.

## SECTION 9

## AIRPORTS, DOORS, PORTS, ETC. ON "E" DECK

## Par. 1—In Bulkhead at Frame No. 310

One (1) 10" fixed port light. Glass to be thoroughly cleaned, examined for looseness, and where loose reset.

One (1) steel non-watertight door. Hinges, pins and locks to be eased up; door to be faired if necessary and made thoroughly workable. Ventilator on door to be examined and overhauled.

One (1) hatch between hawse pipes. Cover to be faired; hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable.

Two (2) hawse pipe covers; to be examined and repaired where necessary.

## Par. 2—Between Frames No. 310 and No. 287 Port Side

Two (2) 12" ports with deadlights.

Two (2) 14" ports with deadlights.

Hinges, pins, tumbler bolts and nuts on both ports and deadlights to be eased up; glass to be cleaned, examined for looseness, and if loose reset; rubber gaskets to be renewed if required.

## Par. 3—Between Frames No. 287 and No. 279 Port Side

Three (3) 14" ports with deadlights. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable on both ports and deadlights; all port glasses to be cleaned and examined for looseness, and where loose reset; rubber gaskets to be renewed if required.

## Par. 4—In Bulkhead at Frame No. 283

One (1) steel non-watertight door. Hinges and pins to be eased up, locks and catches repaired and door faired if necessary, and put in thorough working condition.

## Par. 5—Between Frames No. 279 and No. 277 Port Side

Two (2) 14" ports with deadlights. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable on both ports and deadlights. All port glasses to be cleaned, examined for looseness, and where loose reset; rubber gaskets to be renewed if required.

## Par. 6—Between Frames No. 278 and No. 258 Port Side

Seven (7) 14" ports with deadlights. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable on both ports and deadlights. All port glasses to be cleaned, examined for looseness, and where loose reset; rubber gaskets to be renewed if required.

## Par. 7—In Bulkhead at Frame No. 271

One (1) steel watertight door. Hinges, pins and dogs to be eased up; rubber gasket to be renewed; door to be faired if required and made thoroughly workable and watertight.

## Par. 8—In Bulkhead at Frame No. 265

Two (2) steel watertight doors. Hinges, pins and dogs to be eased up; rubber gaskets to be renewed if necessary; doors to be faired if required and made thoroughly workable and watertight.

## Par. 9—In Bulkhead at Frame No. 264

One (1) steel elevator door; to be thoroughly overhauled and put in first-class working condition.

## Par. 10—In Bulkhead at Frame No. 261

Two (2) steel non-watertight doors. Hinges, pins and locks to be eased up; doors to be faired if necessary and made thoroughly workable.

## Par. 11—Between Frames No. 258 and 249 Port Side

Four (4) steel side ports with six (6) fixed port lights, three (3) of which lights are now riveted up. Hinges, pins, catches and dogs to be eased up; rubber gaskets to be renewed, ports to be faired where required and made thoroughly watertight and workable. Port glasses to be renewed where riveted up.

## Par. 12—Between Frames No. 255 and No. 254 and Frames No. 249 and No. 248 Port Side

Two (2) mooring eyes. Heavy wooden hatches to be fitted with suitable catches, or steel plates with rubber gaskets fitted over mooring eyes.

## Par. 13—Between Frames No. 246 and No. 245 Port Side

One (1) 14" port with deadlight. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable on both port and deadlight. Glass to be cleaned, examined for looseness, and if loose reset; rubber gaskets to be renewed if required.

## Par. 14—Between Frames No. 244 and No. 236 Port Side

For instructions relative to changes in these airports, see Section 1, Par. 3.

## Par. 15—In Bulkhead at Frame No. 244

Two (2) steel watertight double doors. Hinges, pins and dogs to be eased up; rubber gaskets to be renewed if necessary; doors to be faired and made thoroughly workable and watertight.

## Par. 16—In Bulkhead at Frame No. 241

Two (2) double steel elevator doors; to be examined and put in thorough working condition.

## Par. 17—Between Frames No. 236 and No. 220 Port Side

Five (5) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary and ports put in thorough watertight and working condition.

Two (2) 17" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glasses to be examined

for looseness, and where loose reset; rubber gaskets to be renewed if necessary.

**Par. 18—In Bulkhead at Frame No. 220**

Two (2) single steel watertight doors. Hinges, pins and dogs to be eased up; rubber gaskets to be renewed if necessary; doors to be faired and made thoroughly workable and watertight.

**Par. 19—Between Frames No. 220 and No. 199 Port Side**

Eleven (11) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary and ports put in thorough watertight and working condition.

Two (2) 17" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable; glasses to be examined for looseness, and where loose reset. Rubber gaskets to be renewed if necessary.

**Par. 20—Between Frames No. 199 and 174 Port Side**

Fourteen (14) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary and ports put in thorough watertight and working condition.

Two (2) 17" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable; glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary.

**Par. 21—Between Frames No. 174 and 161 Port Side**

Five (5) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary, and ports put in thorough watertight and working condition.

Two (2) 17" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable; glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary.

**Par. 22—Between Frames No. 161 and No. 151 Port Side**

Four (4) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary, and ports put in thorough watertight and working condition.

One (1) 17" swing port. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glass to be examined for looseness, and where loose reset; rubber gasket to be renewed if necessary.

**Par. 23—Between Frames No. 151 and 126 Port Side**

Thirteen (13) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary, and ports put in thorough watertight and working condition.

Two (2) 17" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary.

**Par. 24—Between Frames No. 126 and No. 108 Port Side**

Ten (10) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary, and ports put in thorough watertight and working condition.

One (1) 17" swing port. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glass to be examined for looseness, and if loose reset. Rubber gasket to be renewed if necessary.

**Par. 25—Between Frames No. 106 and No. 103 Port Side**

Two (2) 14" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable; glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary.

**Par. 26—Between Frames No. 101 and No. 84 Port Side**

Eleven (11) 14" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary.

**Par. 27—Between Frames No. 84 and No. 68 Port Side**

Nine (9) 14" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary.

**Par. 28—Between Frames No. 68 and No. 59 Port Side**

Five (5) steel ports on ship's side; steel hinged shutters, dogs and catches to be made and supplied, or heavy wooden hatches fitted.

One (1) gangway port. Hinges, pins, dogs and catches to be eased up and door faired and made thoroughly workable. Suitable steel hinged shutters to be made and supplied for top half of gangway port.

Three (3) mooring eyes. Heavy wooden hatches to be fitted or steel plates with rubber gaskets.

One (1) garbage chute between Frames No. 62 and No. 61. Hinges, pins, tumbler bolts and nuts to be eased up, and cover made workable.



**Par. 29—Between Frames No. 68 and No. 66 Port Side**

One (1) steel watertight door to elevator. Hinges, pins, and dogs to be eased up; rubber gasket to be renewed if necessary; door to be faired and put in thorough working condition.

**Par. 30—In Bulkhead at Frame No. 59**

Two (2) steel non-watertight doors. Hinges, pins and catches to be eased up; doors to be faired and put in thorough working condition.

**Par. 31—Between Frames No. 56 and No. 55 Port Side**

One (1) steel non-watertight door. Hinges, pins and catches to be eased up; door to be faired and put in thorough working condition.

**Par. 32—In Bulkhead at Frame No. 58—Shaft Alley Escapes**

Two (2) steel non-watertight doors. Hinges, pins and catches to be eased up; doors to be faired and put in thorough working condition.

**Par. 33—Between Frames No. 59 and No. 51 Port Side**

Four (4) 14" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glasses to be examined for looseness, and where loose reset. Rubber gaskets to be renewed if necessary.

**Par. 34—Mainmast**

One (1) steel door; to be examined, thoroughly overhauled and put in working condition.

**Par. 35—Between Frames No. 51 and No. 27 Port Side**

Nine (9) 14" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable; glass to be examined for looseness, and where loose to be reset; rubber gaskets to be renewed if necessary.

**Par. 36—In Bulkhead at Frame No. 37—Shaft Alley Escapes**

Two, (2) steel non-watertight doors. Hinges, pins and catches to be eased up; doors to be faired and put in thorough working condition.

**Par. 37—Between Frames No. 25 and No. 24 Port Side**

One (1) 14" swing port. Hinges, pins and tumbler bolts to be eased up and made thoroughly workable. Glass to be examined for looseness, and if loose reset; rubber gasket to be renewed if necessary.

**Par. 38—In Bulkhead at Frame No. 23 Port Side**

Three (3) 14" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable; glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary.

Four (4) non-watertight steel doors. Hinges, pins and catches to be eased up; locks to be repaired; doors to be faired and made thoroughly workable.

**Par. 39—Between Frames No. 21 and No. 19 Port Side**

Two (2) double steel doors, one (1) on port side and one (1) on starboard side, with steel deadlight covers. Hinges, pins and catches to be eased up; doors and covers to be faired and made thoroughly workable.

**Par. 40—Steering Machinery Deck House, Bulkhead at Frame No. 15 and Aft**

Three (3) steel non-watertight doors. Hinges, pins and catches to be eased up; locks to be repaired; doors to be faired if necessary, and put in thorough working condition.

Seven (7) steel ventilating shutters. Hinges, pins and catches to be eased up; shutters to be faired if necessary and made thoroughly workable.

Four (4) 14" ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glasses to be examined for looseness and where loose reset; rubber gaskets to be renewed if necessary.

**Par. 41—Between Frames No. 310 and No. 287 Starboard Side**

Two (2) 12" ports with deadlights.

Two (2) 14" ports with deadlights.

Hinges, pins, tumbler bolts and nuts on ports and deadlights to be eased up and made thoroughly workable; all port glasses to be cleaned, examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary.

**Par. 42—Between Frames No. 287 and No. 274 Starboard Side**

Five (5) 14" swing ports with deadlights. Hinges, pins, tumbler bolts and nuts on both ports and deadlights to be eased up and made thoroughly workable; all port glasses to be cleaned, examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary.

**Par. 43—Between Frames No. 274 and No. 263 Starboard Side**

Five (5) 14" swing ports with deadlights. Hinges, pins, tumbler bolts and nuts on both ports and deadlights to be eased up and made thoroughly workable; all port glasses to be cleaned and examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary.

**Par. 44—Between Frames No. 263 and No. 258 Starboard Side**

Three (3) 14" swing ports with deadlights. Hinges, pins, and tumbler bolts and nuts on both ports and deadlights to be eased up and made thoroughly workable; all port glasses to be cleaned and examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary.

**Par. 45—Between Frames No. 258 and No. 249 Starboard Side**

Four (4) steel ports with 14" permanent lights, which have been blanked off. Hinges, pins, catches and dogs to be eased up; rubber



gaskets to be renewed, ports to be faired where required and made thoroughly watertight and workable; port glasses to be renewed where riveted up.

**Par. 46—Between Frames No. 255 and 254 and Frames No. 249 and No. 248 Starboard Side**

Two (2) mooring eyes. Heavy wooden hatches to be fitted, with suitable catches, or steel plates with rubber gaskets fitted over mooring eyes.

**Par. 47—Between Frames No. 246 and No. 245 Starboard Side.**

One (1) 14" swing port with deadlight. Hinges, pins, tumbler bolts and nuts on both ports and deadlights to be eased up and made thoroughly workable; port glass to be cleaned, examined for looseness, and if loose reset; rubber gasket to be renewed if necessary.

**Par. 48—Between Frames No. 244 and No. 236 Starboard Side**

For instructions relative to changes in these airports, see Section 1, Par. 3.

**Par. 49—Between Frames No. 236 and No. 220 Starboard Side**

Six (6) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary and ports put in thorough watertight and working condition.

Two (2) 17" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary.

**Par. 50—Between Frames No. 220 and No. 199 Starboard Side**

Two (2) 17" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary.

Thirteen (13) 17" universal ports to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary and ports put in thorough watertight and working condition.

**Par. 51—Between Frames No. 199 and No. 174 Starboard Side**

Two (2) 17" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glasses to be examined for looseness and where loose reset; rubber gaskets to be renewed if necessary.

Fourteen (14) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary and ports put in thorough watertight and working condition.

**Par. 52—Between Frames No. 174 and No. 161 Starboard Side**

Two (2) 17" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glasses to be examined for looseness and where loose reset; rubber gaskets to be renewed if necessary.

Five (5) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary and ports put in thorough watertight and working condition.

**Par. 53—Between Frames No. 161 and No. 149 Starboard Side**

One (1) 17" swing port. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glass to be examined for looseness and where loose reset; rubber gasket to be renewed if necessary.

Five (5) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary and ports put in thorough watertight and working condition.

**Par. 54—Between Frames No. 149 and No. 126 Starboard Side**

Two (2) 17" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glasses to be examined for looseness and where loose reset; rubber gaskets to be renewed if necessary.

Twelve (12) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary, and ports put in thorough watertight and working condition.

**Par. 55—Between Frames No. 126 and No. 102 Starboard Side**

One (1) 17" swing port. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glass to be examined for looseness and where loose reset; rubber gasket to be renewed if necessary.

Twelve (12) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary and ports put in thorough watertight and working condition.

**Par. 56—Between Frames No. 102 and No. 91 Starboard Side**

Seven (7) 14" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary.

**Par. 57—Between Frames No. 100 and No. 99 Starboard Side**

One (1) steel door to Engine Room. Hinges and pins to be eased up, lock to be repaired, door to be faired if necessary and put in thorough working condition.

**Par. 58—Between Frames No. 91 and No. 84 Starboard Side**

Five (5) 14" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary.

**Par. 59—Between Frames No. 84 and No. 68 Starboard Side**

Nine (9) 14" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary.

**Par. 60—In Bulkhead No. 68**

Three (3) 14" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary.

**Par. 61—Between Frames No. 68 and No. 59 Starboard Side**

Five (5) steel ports on ship's side; steel hinged shutters, dogs and catches to be made and supplied, or heavy wooden hatches fitted.

One (1) gangway port. Hinges, pins, dogs and catches to be eased up and door faired and made thoroughly workable. Suitable steel hinged shutters to be made and supplied for top half of gangway port.

Three (3) mooring eyes. Heavy wooden hatches to be fitted or steel plates with rubber gaskets.

One (1) garbage chute between Frames No. 62 and No. 61. Hinges, pins, tumbler bolts and nuts to be eased.

**Par. 62—Between Frames No. 58 and No. 51 Starboard Side**

Four (4) 14" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glasses to be examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary.

**Par. 63—Between Frames No. 51 and No. 23 Starboard Side**

Ten (10) 14" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable. Glasses to be examined for looseness, and where loose reset.

**Par. 64—Aft of Frame No. 23 in Ship's Side Port Side**

Two (2) steel ports over fair leads to capstan. Hinges, pins, catches and dogs to be eased up and made thoroughly workable.

One (1) freeing port. Hinges, pins and dogs on steel cover to be eased up and made thoroughly workable.

One (1) mooring eye. Heavy wooden cover to be fitted on same.

Three (3) steel ports, after end port quarter over fair leads to capstan. Hinges, pins and dogs to be eased up and made thoroughly workable.

**Par. 65—Aft of Frame No. 23 in Ship's Side Starboard Side**

Two (2) steel ports over fair leads to capstan. Hinges, pins, catches and dogs to be eased up and made thoroughly workable.

One (1) freeing port. Hinges, pins and dogs on steel cover to be eased up and made thoroughly workable.

One (1) mooring eye. Heavy wooden cover to be fitted on same.

Three (3) steel ports, after end starboard quarter over fair leads to capstan. Hinges, pins and dogs to be eased up and made thoroughly workable.

**Par. 66—At After End of Deck**

One (1) 18" steel hatch; cover to be faired; hinges, pins, dogs and catches to be eased up and cover made workable.

One (1) steel cover over after hawse pipe; to be faired if necessary and pins made workable.

After windlass chain locker pipe cover. Hinges, pins and catches to be overhauled, and cover made workable.

**SECTION 10****AIRPORTS, DOORS, PORTS, ETC., ON "F" DECK****Par. 1—Between Frames No. 304 and No. 303 Port Side**

One (1) 12" swing port with deadlight; all hinges, pins, tumbler bolts and nuts on both port and deadlight to be eased up; port glass to be cleaned, examined for looseness and if loose reset; rubber gasket to be renewed if required.

**Par. 2—Between Frames No. 302 and No. 285 Port Side**

Five (5) 12" swing ports with deadlights; all hinges, pins, tumbler bolts and nuts on both ports and deadlights to be eased up; port glasses to be cleaned, examined for looseness and where loose reset; rubber gaskets to be renewed if required.

One (1) 12" swing port, Utley Type of ventilating; hinges, pins and tumbler bolts to be eased up; glass to be examined for looseness and where loose reset; ventilating arrangement to be examined and overhauled; rubber gasket to be renewed if required; port to be made thoroughly workable and watertight.

**Par. 3—Between Frames No. 285 and No. 270 Port Side**

Three (3) 12" swing ports with deadlights; all hinges, pins, tumbler bolts and nuts on both ports and deadlights to be eased up; port glasses to be cleaned, examined for looseness and where loose reset; rubber gaskets to be renewed if required.

Two (2) 12" swing ports, Utley Type of ventilating, with deadlights; all hinges, pins, tumbler bolts and nuts on both ports and dead-

lights to be eased up; glasses to be examined for looseness and where loose reset; ventilating arrangement to be examined and overhauled; rubber gaskets to be renewed if required; ports to be made thoroughly workable and watertight.

**Par. 4—Between Frames No. 270 and No. 245 Port Side**

Eight (8) 12" swing ports with deadlights; all hinges, pins, tumbler bolts and nuts on both ports and deadlights to be eased up; port glasses to be cleaned, examined for looseness and where loose reset; rubber gaskets to be renewed if required.

One (1) 12" swing port, Utley Type of ventilating, with deadlight; hinges, pins, tumbler bolts and nuts on both port and deadlight to be eased up; glass to be examined for looseness, and if loose reset; ventilating arrangement to be examined and overhauled; rubber gasket to be renewed if required; port to be made thoroughly workable and watertight.

**Par. 5—Between Frame No. 252 and No. 250 Port Side**

One (1) watertight door with 12" swing port, deadlight over port. All hinges, pins and tumbler bolts to be eased up and made thoroughly workable; port glass to be cleaned, examined for looseness and where loose reset; rubber gasket to be renewed if necessary on swing port.

Hinges, pins and dogs on watertight door to be eased up; door and frame to be faired if necessary; rubber gasket to be renewed and door made thoroughly workable and watertight if so required by the Agent. Dogs and catches shall be increased in number and properly spaced.

**Par. 6—Between Frames No. 245 and No. 236 Port Side**

For instructions relative to changes in these airports, see Section 1, Par. 3.

**Par. 7—In Bulkhead at Frame No. 245**

Two (2) single watertight doors. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gaskets to be renewed if required; doors to be made thoroughly workable and watertight.

**Par. 8—In Bulkhead at Frame No. 244**

One (1) single watertight door. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gasket to be renewed if required; door to be made thoroughly workable and watertight.

**Par. 9—In Bulkhead at Frame No. 241**

One (1) double elevator door; to be examined and thoroughly overhauled, and put in good working condition.

**Par. 10—In Bulkhead at Frame No. 239**

One double elevator door; to be examined and thoroughly overhauled, and put in good working condition.

**Par. 11—Between Frames No. 236 and No. 220 Port Side**

Two (2) 17" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable; glasses to be cleaned, examined for looseness and where loose reset; rubber gaskets to be renewed if necessary, and ports made thoroughly workable.

Six (6) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary, and ports put in thorough watertight and working condition.

**Par. 12—In Bulkhead at Frame No. 220**

Two (2) single watertight doors. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gaskets to be renewed if required; doors to be made thoroughly workable and watertight.

**Par. 13—Between Frames No. 220 and No. 199 Port Side**

Three (3) 17" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable; glasses to be cleaned; examined for looseness and where loose reset; rubber gaskets to be renewed if necessary and ports made thoroughly workable.

Nine (9) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary and ports put in thorough watertight and working condition.

**Par. 14—In Bulkhead at Frame No. 199**

Two (2) single watertight doors. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gaskets to be renewed if required; doors to be made thoroughly workable and watertight.

**Par. 15—Between Frames No. 199 and No. 174 Port Side**

Fourteen (14) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary; glass to be examined for looseness and where loose reset; ports to be made thoroughly watertight and workable.

**Par. 16—Between Frames No. 174 and No. 162 Port Side**

One (1) 17" swing port. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly workable; glass to be examined for looseness and if loose reset; rubber gasket to be renewed if necessary and port made thoroughly workable.

Six (6) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary; glass to be examined for looseness and where loose reset; ports to be made thoroughly watertight and workable.

**Par. 17—Between Frames No. 161 and No. 158 Port Side**

One (1) double watertight door with two (2) 17" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up and made thoroughly

workable; port glass to be cleaned and examined for looseness and if loose reset; rubber gasket to be renewed if necessary on swing port.

Hinges, pins and dogs on watertight door to be eased up; door and frame to be faired if necessary; rubber gasket to be renewed and door made thoroughly workable and watertight. Dogs and catches shall be increased in number to the Agent's satisfaction.

One (1) telescopic steel gate on inboard side of double door, to be thoroughly overhauled and put in working condition.

**Par. 18—Between Frames "A" and No. 152 Port Side**

Eight (8) 18½" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary; glass to be examined for looseness and where loose reset; ports to be made thoroughly watertight and workable; inboard sliding windows at above ports to be examined, thoroughly overhauled and put in working condition.

**Par. 19—Between Frames No. 151 and No. 112 Port Side**

Thirty-six (36) 18½" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary; glass to be examined for looseness and where loose reset; ports to be made thoroughly watertight and workable; sliding windows at above ports to be examined, thoroughly overhauled and put in working condition.

**Par. 20—Between Frames No. 112 and No. 92 Port Side**

Ten (10) 16" universal ports; to be thoroughly examined; seven (7) broken handles to be renewed; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary; glass to be examined for looseness, and where loose reset; ports to be made thoroughly watertight and workable.

**Par. 21—Between Frames No. 112 and No. 111 Port Side**

One (1) steel door. Hinges, pins, dogs and catches to be eased up. Door and frame to be faired if necessary; rubber gasket to be renewed and door to be made thoroughly workable and watertight.

**Par. 22—Between Frames No. 112 and No. 102 Port Side**

Five (5) steel non-watertight doors. Hinges, pins, locks and catches to be overhauled and eased up; doors to be faired if necessary and put in thorough working condition.

**Par. 23—Bulkhead at Frame No. 102 Port Side**

Two (2) double watertight doors. Hinges, pins, dogs and catches to be eased up; door and frame to be faired if necessary; rubber gaskets to be renewed and doors made thoroughly workable and watertight.

**Par. 24—Between Frames No. 102 and No. 88 Port Side**

Eight (8) non-watertight steel doors. Hinges, pins, locks and

catches to be overhauled and eased up; doors to be faired if necessary, and put in thorough working condition.

**Par. 25—Between Frames No. 89 and No. 80 Port Side**

Ten (10) non-water-tight steel doors. Hinges, pins, locks and catches to be overhauled and eased up; doors to be faired if necessary, and put in thorough working condition.

**Par. 26—Between Frames No. 88 and No. 87 Port Side**

One (1) single watertight door to Coal Bunker. Hinges, pins, dogs and catches to be eased up; door and frame to be faired if necessary; rubber gasket to be renewed and door made thoroughly workable and watertight.

**Par. 27—Between Frames No. 80 and No. 78 Port Side**

One (1) double elevator door; to be examined, thoroughly overhauled and put in good working condition.

**Par. 28—In Bulkhead at Frame No. 82**

One (1) double watertight door. Hinges, pins, dogs and catches to be eased up; door and frame to be faired if necessary; rubber gasket to be renewed and door made thoroughly workable and watertight.

**Par. 29—In Bulkhead at Frame No. 80**

One (1) double watertight door. Hinges, pins, dogs and catches to be eased up; door and frame to be faired if necessary; rubber gasket to be renewed and door made thoroughly workable and watertight.

**Par. 30—Between Frames No. 74 and No. 72 Port Side**

One (1) single watertight door leading to "G" Deck. Hinges, pins, dogs and catches to be eased up; door and frame to be faired if necessary; rubber gasket to be renewed and door made thoroughly workable and watertight.

**Par. 31—Between Frames No. 68 and No. 66 Port Side**

One (1) double elevator door; to be examined, thoroughly overhauled and put in good working condition.

**Par. 32—Between Frames No. 82 and No. 59 Port Side**

Seventeen (17) non-watertight doors. Hinges, pins, locks and catches to be overhauled and eased up; doors to be faired if necessary and put in thorough working condition.

**Par. 33—Serving Windows in Galleys**

All serving windows to be examined, overhauled and put in thorough working condition.

**Par. 34—In Bulkhead at Frame No. 59**

Four (4) double watertight doors. Hinges, pins, dogs and catches to be eased up; door and frame to be faired if necessary; rubber gaskets to be renewed and doors made thoroughly workable and watertight.

**Par. 35—Garbage Chutes in Galleys**

Eight (8) garbage chutes, five (5) on port side and three (3) on

starboard side; one (1) cover to be renewed; hinges, pins, tumbler bolts and nuts to be eased up, and made thoroughly workable.

**Par. 36—Between Frames No. 92 and No. 81 Port Side**

Ten (10) 16" universal ports; to be thoroughly examined; eight (8) broken handles to be renewed; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary; glass to be examined for looseness, and where loose reset; ports to be made thoroughly watertight and workable.

**Par. 37—Between Frames No. 81 and No. 58 Port Side**

Eleven (11) 16" universal ports; to be thoroughly examined; six (6) broken handles to be renewed; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary; glasses to be examined for looseness and where loose reset; ports to be made thoroughly watertight and workable.

One (1) 16" swing port, Utley Type of ventilating; hinges, pins, tumbler bolts and nuts to be eased up; glass to be examined for looseness, and where loose reset; ventilating arrangement to be examined and overhauled; rubber gasket to be renewed if necessary; port to be made thoroughly workable and watertight.

**Par. 38—Between Frames No. 58 and No. 38 Port Side**

Twelve (12) 16" universal ports; to be thoroughly examined; eight (8) broken handles to be renewed; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary, and ports put in thorough watertight and working condition.

**Par. 39—In Bulkhead at Frame No. 38**

Two (2) single watertight doors. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gaskets to be renewed if required; doors to be made thoroughly workable and watertight.

**Par. 40—Between Frames No. 38 and No. 3 Port Side**

Ten (10) 13" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up; port glasses to be cleaned, examined for looseness, and where loose reset; rubber gaskets to be renewed if required.

Five (5) 13" swing ports, Utley Type of ventilating, with deadlights; all hinges, pins, tumbler bolts and nuts on both ports and deadlight to be eased up; glasses to be examined for looseness and where loose reset; ventilating arrangement to be examined and overhauled; rubber gaskets to be renewed if necessary; ports to be made thoroughly workable and watertight; one (1) deadlight, now missing, to be renewed.

**Par. 41—In Bulkhead at Frame No. 7**

Two (2) single watertight doors. Hinges, pins, dogs, and catches to be thoroughly overhauled and eased up; rubber gaskets to be renewed if required; doors to be made thoroughly workable and watertight.

**Par. 42—Between Frames No. 3 and A Port Side**

One (1) 13½" swing port, Utley Type of ventilating; hinges, pins and tumbler bolts to be eased up; glass to be examined for looseness and if loose reset; ventilating arrangement to be examined and overhauled; rubber gasket to be renewed if necessary; port to be made thoroughly workable and watertight.

Three (3) 13½" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up; rubber gaskets to be renewed if necessary; port glasses to be cleaned, examined for looseness, and where loose reset.

**Par. 43—Capstan Engine Room**

One (1) steel door. Hinges, pins and catches to be thoroughly overhauled and eased up; door to be faired if required and made thoroughly workable.

**Par. 44—Between Frames "C" and "D" Port Side**

One (1) 13½" swing port. Hinges, pins, tumbler bolts and nuts to be eased up; rubber gasket to be renewed if necessary; port glass to be cleaned, examined for looseness and if loose reset.

**Par. 45—Fan Tail Frames**

Two (2) 13½" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up; rubber gaskets to be renewed if necessary; port glasses to be cleaned, examined for looseness and where loose reset.

**Par. 46—Between Frames No. 304 and No. 302 Starboard Side**

One (1) 12" swing port with deadlight; hinges, pins, tumbler bolts and nuts on both port and deadlight to be eased up; port glass to be cleaned, examined for looseness, and if loose reset; rubber gasket to be renewed if required.

**Par. 47—Between Frames No. 302 and No. 286 Starboard Side**

Four (4) 12" swing ports with deadlights; hinges, pins, tumbler bolts and nuts on both ports and deadlights to be eased up; port glasses to be cleaned, examined for looseness and where loose reset.

One (1) 12" swing port, Utley Type of ventilating, with deadlight; hinges, pins and tumbler bolts to be eased up; port glass to be cleaned, examined for looseness and if loose reset; ventilating arrangement to be examined and overhauled; rubber gasket to be renewed if necessary; port to be made thoroughly workable and watertight.

**Par. 48—Between Frames No. 286 and No. 270 Starboard Side**

Five (5) 12" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up; port glasses to be cleaned, examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary and ports made thoroughly workable and watertight.

Two (2) 12" swing ports, Utley Type of ventilating; hinges, pins and tumbler bolts to be eased up; glasses to be cleaned, examined for looseness, and where loose reset; ventilating arrangement to be examined



and overhauled; rubber gaskets to be renewed if necessary; ports to be made thoroughly workable and watertight.

**Par. 49—Between Frames No. 270 and No. 245 Starboard Side**

Eight (8) 12" swing ports with deadlights; all hinges, pins, tumbler bolts and nuts on both ports and deadlights to be eased up; port glasses to be cleaned, examined for looseness and where loose reset; rubber gaskets to be renewed if necessary and ports made thoroughly workable.

One (1) 12" swing port Utley Type of ventilating; hinges, pins, tumbler bolts and nuts to be eased up; glass to be cleaned, examined for looseness and where loose reset; ventilating arrangement to be examined and overhauled; rubber gasket to be renewed if necessary; port to be made thoroughly workable and watertight.

**Par. 50—Between Frames No. 252 and No. 250 Starboard Side**

One (1) watertight door with 12" swing port, deadlight over port. All hinges, pins and tumbler bolts to be eased up and made thoroughly workable; port glass to be cleaned and examined for looseness, and if loose reset; rubber gasket to be renewed if necessary on swing port.

Hinges, pins and dogs on watertight door to be eased up; door and frame to be faired if necessary; rubber gasket to be renewed and door made thoroughly workable and watertight; dogs and catches shall be increased in number and properly spaced as directed by the Agent.

**Par. 51—Between Frames No. 250 and No. 245 Starboard Side**

Two (2) 15" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up; port glasses to be cleaned, examined for looseness and where loose reset; rubber gaskets to be renewed if necessary and ports made thoroughly workable.

**Par. 52—Between Frames No. 245 and No. 236 Starboard Side**

For instructions relative to changes in these airports, see Section 1, par. 3.

**Par. 53—Between Frames No. 236 and No. 220 Starboard Side**

Two (2) 17" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up; port glasses to be cleaned, examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary and ports made thoroughly workable.

Six (6) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary; glasses to be examined for looseness and where loose reset; ports to be made thoroughly watertight and workable.

**Par. 54—Between Frames No. 220 and No. 199 Starboard Side**

Two (2) 17" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up; port glasses to be cleaned, examined for looseness and where loose reset; rubber gaskets to be renewed if necessary and ports put in thorough working condition.

Eleven (11) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary; glasses to be examined for looseness, and where loose reset; ports to be made thoroughly workable and watertight.

**Par. 55—Between Frames No. 199 and No. 174 Starboard Side**

Fourteen (14) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary; glasses to be examined for looseness and where loose reset; ports to be made thoroughly watertight and workable.

**Par. 56—Between Frames No. 174 and No. 162 Starboard Side**

One (1) 17" swing port. Hinges, pins, tumbler bolts and nuts to be eased up; port glass to be cleaned, examined for looseness and if loose reset; rubber gaskets to be renewed if necessary and port made thoroughly workable.

Seven (7) 17" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary; glasses to be examined for looseness and where loose reset; ports to be made thoroughly watertight and workable.

**Par. 57—Between Frames No. 161 and No. 158 Starboard Side**

One (1) double watertight door with two (2) 17" swing ports. Hinges, pins and tumbler bolts to be eased up and made thoroughly workable; port glasses to be cleaned and examined for looseness, and if loose reset; rubber gasket to be renewed if necessary.

Hinges, pins and dogs on watertight door to be eased up. Door and frame to be faired if necessary; rubber gasket to be renewed and door made thoroughly workable and watertight.

**Par. 58—Between Frames A and No. 151 Starboard Side**

Eight (8) 18½" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary; glass to be examined for looseness, and where loose reset; ports to be made thoroughly workable and watertight.

**Par. 59—Between Frames No. 151 and No. 112 Starboard Side**

Thirty-six (36) 18½" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary; glasses to be examined for looseness, and where loose reset; ports to be made thoroughly watertight and workable.

**Par. 60—Between Frames No. 112 and No. 102 Starboard Side**

Five (5) 16" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary; glasses to be examined for looseness and where loose reset; ports to be made thoroughly watertight and workable; one (1) of the above parts is in ice box.

**Par. 61—Between Frames No. 102 and No. 82 Starboard Side**

Twelve (12) 16" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary; glasses to be examined for looseness and where loose reset; ports to be made thoroughly watertight and workable.

**Par. 62—Between Frames No. 82 and No. 65 Starboard Side**

Ten (10) 16" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary; glasses to be examined for looseness, and where loose reset; ports to be made thoroughly watertight and workable.

**Par. 63—Between Frames No. 65 and No. 58 Starboard Side**

Four (4) 16" universal ports; to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary; glasses to be examined for looseness and where loose reset; ports to be made thoroughly workable and watertight.

**Par. 64—Between frames No. 58 and No. 38 Starboard Side**

Twelve (12) 16" universal ports and twelve (12) sliding windows; universal ports to be thoroughly examined; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary; glasses to be examined for looseness and where loose reset; ports to be made thoroughly watertight and workable; inside windows to be thoroughly cleaned; glass to be renewed where necessary and made thoroughly workable.

**Par. 65—Between Frames No. 10 and No. 38 Starboard Side**

Nine (9) 13" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up; port glasses to be cleaned, examined for looseness and where loose reset; rubber gaskets to be renewed where necessary, and ports made thoroughly workable.

Four (4) 13" universal ports with deadlights; all working parts to be eased up and made workable; rubber gaskets to be renewed if necessary; glasses to be examined for looseness and where loose reset. Ports to be made thoroughly watertight and workable.

**Par. 66—Between Frames No. 10 and No. 0 Starboard Side**

Three (3) 13" swing ports. Hinges, pins, tumbler bolts and nuts to be eased up; port glasses to be cleaned, examined for looseness and where loose reset; rubber gaskets to be renewed where necessary and ports made thoroughly workable.

One (1) 13" universal port with deadlight; all working parts to be eased up and made workable; rubber gasket to be renewed if necessary; glass to be examined for looseness, and where loose reset; ports to be made thoroughly watertight and workable.

**Par. 67—Between Frames "A" and "B" Starboard Side**

One (1) 13" swing port with deadlight; all hinges, pins, tumbler bolts and nuts to be eased up; glass to be cleaned, examined for looseness and if loose reset; rubber gasket to be renewed if necessary and port and deadlight made thoroughly workable.

**Par. 68—Fan Tail Frames Starboard Side**

Four (4) 13" swing ports with deadlights. All hinges, pins, tumbler bolts and nuts to be eased up; glasses to be cleaned, examined for looseness and where loose reset; rubber gaskets to be renewed if necessary and ports and deadlights made thoroughly workable.

**SECTION 11****SIDELIGHTS, DOORS, ETC. ON "G" DECK****Par. 1—Removal of Airports and Substitution of Fixed Sidelights**

As specified in Section 1, par. 3, all existing airports on "G" Deck shall be removed and replaced with fixed sidelights about 12" clear glass, in brass frames. These and existing fixed sidelights shall be fitted with extra heavy triplex safety glass or equal and with hinged dead covers of malleable iron and of approved design. In addition similar fixed sidelights shall be fitted in all rooms and spaces where so indicated on the contract plans. Where openings in the shell for airports have been blanked off and the contract plans do not indicate that sidelights shall be fitted, the blanks shall be inspected and made secure and watertight.

**Par. 2—In Bulkhead at Frame No. 245**

Two (2) single watertight doors. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gaskets to be renewed if required; doors to be made thoroughly workable and watertight.

**Par. 3—Between Frames No. 244 and No. 241, Ship's Side, Port and Starboard**

Two (2) double watertight doors with two (2) 12" swing ports in each door, and deadlights over ports. Hinges, pins, tumbler bolts and nuts on ports and deadlights to be eased up; port glasses to be cleaned, examined for looseness and where loose reset; rubber gaskets to be renewed if necessary; ports and deadlights to be made thoroughly workable and watertight.

Hinges, pins, dogs and catches on watertight doors to be thoroughly overhauled and eased up; rubber gaskets to be renewed if required; doors to be made thoroughly workable and watertight.

Steel telescopic doors, inboard side of watertight doors; to be examined and overhauled, and put in thorough working condition. Dogs on watertight doors shall be increased in number and properly spaced, to the Agent's satisfaction.

**Par. 4—In Bulkhead at Frame No. 241**

Two (2) steel elevator doors; to be examined and overhauled, and put in thorough working condition.

One (1) steel non-watertight door. Hinges, pins, locks and catches to be overhauled and eased up; door to be faired if necessary, and put in thorough working condition.

**Par. 5—Between Frames No. 240 and 239**

One (1) steel non-watertight door to elevator room. Hinges, pins, locks and catches to be overhauled and eased up; door to be faired if necessary and put in thorough working condition.

**Par. 6—At Frame No. 237**

One (1) single watertight door to companionway. Hinges, pins, dogs and catches to be eased up; door and frame to be faired if necessary; rubber gasket to be renewed and door made thoroughly workable and watertight.

**Par. 7—In Bulkhead at Frame No. 239**

One (1) steel non-watertight door to baggage elevator. Hinges, pins, locks and catches to be overhauled and eased up; door to be faired if necessary, and put in thorough working condition.

**Par. 8—Between Frames No. 238 and No. 237**

One (1) steel non-watertight door to cargo hatch. Hinges, pins, locks and catches to be overhauled and eased up; door to be faired if necessary and put in thorough working condition.

**Par. 9—In bulkhead at Frame No. 224**

One (1) single steel watertight door in passageway. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gaskets to be renewed if required; door to be made thoroughly workable and watertight.

**Par. 10—Between Frames No. 224 and 223**

One (1) single steel non-watertight door to blowers.

One (1) single steel non-watertight door (inner blower room). Hinges, pins, locks and catches to be overhauled and eased up; doors to be faired if necessary and put in thorough working condition.

**Par. 11—In Bulkhead at Frame No. 199**

One (1) single steel watertight door in passageway. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gasket to be renewed if required and door made thoroughly workable and watertight.

**Par. 12—Between Frames No. 199 and No. 198**

One (1) single steel non-watertight door. Hinges, pins, locks and catches to be overhauled and eased up; door to be faired if necessary and put in thorough working condition.

**Par. 13—Between Frames No. 194 and No. 193**

One (1) single steel non-watertight door. Hinges, pins, locks and catches to be overhauled and eased up; door to be faired if necessary; ventilator in door to be repaired and door put in thorough working condition.

**Par. 14—Between Frames No. 182 and No. 181**

One (1) single watertight door to ash hoist room. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gasket to be renewed if required; door to be made thoroughly workable and watertight.

**Par. 15—In Bulkhead at Frame No. 174**

One (1) single watertight door in passageway. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gasket to be renewed if required; door to be made thoroughly workable and watertight.

**Par. 16—At Frame No. 165**

One (1) steel non-water door to electric station No. 33. Hinges, pins, locks and catches to be overhauled and eased up; door to be faired if necessary and put in thorough working condition. Ventilator in door to be renewed.

**Par. 17—At Frame No. 164**

One (1) single watertight door to swimming pool compartment. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gasket to be renewed if required; door to be made thoroughly workable and watertight.

**Par. 18—At Frame No. 166**

One (1) steel watertight door to ash hoist room. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gasket to be renewed if required; door to be made thoroughly workable and watertight.

**Par. 19—Between Frames No. 154 and No. 153**

One (1) double steel non-watertight door. Hinges, pins, locks and catches to be overhauled and eased up; door to be faired if necessary and put in thorough working condition.

**Par. 20—In Bulkhead at Frame No. 151**

One (1) single steel watertight door. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gasket to be renewed if required; door to be made thoroughly workable and watertight.

**Par. 21—Between Frames No. 138 and No. 137, Ship's Side, Port and Starboard**

Two (2) single watertight doors with one (1) 12" swing port in each door, and deadlights over ports. Hinges, pins, tumbler bolts and nuts on ports and deadlights to be eased up; port glasses to be cleaned,

examined for looseness, and where loose reset; rubber gaskets to be renewed if necessary; ports and deadlights to be made thoroughly workable and watertight.

Hinges, pins, dogs and catches on watertight door to be thoroughly overhauled and eased up; rubber gaskets to be renewed if required; doors to be made thoroughly workable and watertight. Dogs on watertight doors shall be increased in number and properly spaced, to the Agent's satisfaction.

**Par. 22—In Bulkhead at Frame No. 137, Port and Starboard Sides**

Two (2) single steel watertight doors to ash hoist rooms. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gaskets to be renewed if required; doors to be made thoroughly workable and watertight.

One (1) single steel non-watertight door. Hinges, pins, locks and catches to be overhauled and eased up; door to be faired if necessary and put in thorough working condition.

**Par. 23—Between Frames No. 127 and No. 126**

One (1) single steel non-watertight door to blower room.

One (1) single steel non-watertight inner door at blower room. Hinges, pins, locks and catches to be overhauled and eased up; door to be faired if necessary and put in thorough working condition.

**Par. 24—In Bulkhead at Frame No. 126**

One (1) single steel watertight door. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gasket to be renewed if required; door to be made thoroughly workable and watertight.

**Par. 25—Between Frames No. 104 and No. 103**

One (1) single steel watertight door to Engine Room. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gasket to be renewed if required and door made thoroughly workable and watertight.

**Par. 26—In Bulkhead at Frame No. 102**

Two (2) single steel watertight doors. One (1) of which is in Engineers' Quarters. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gaskets to be renewed if required; doors to be made thoroughly watertight.

**Par. 27—At Frame No. 101**

One (1) single steel watertight door to Engine Room. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gasket to be renewed if required; door to be made thoroughly workable and watertight.

**Par. 28—Between Frames No. 88 and No. 87**

One (1) single steel non-watertight door to Primary Station No. 2.

Hinges, pins, locks and catches to be overhauled and eased up; door to be faired if necessary and put in thorough working condition.

**Par. 29—Between Frames No. 86 and No. 85**

One (1) steel non-watertight door to Galley uptakes. Hinges, pins, studs and nuts to be eased and door made air-tight.

**Par. 30—Between Frames No. 85 and No. 84**

One (1) steel non-watertight door to Ozone Room. Hinges, pins, locks and catches to be overhauled and eased up; door to be faired if necessary and put in thorough working condition.

**Par. 31—Between Frames No. 81 and No. 80**

One (1) single steel watertight door to companionway to Galley. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gasket to be renewed if required; door to be made thoroughly workable and watertight.

**Par. 32—In Bulkhead at Frame No. 80**

Two (2) single steel watertight doors. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gaskets to be renewed if required; doors to be made thoroughly workable and watertight.

**Par. 33—At Frame No. 84, Engineers' Quarters**

One (1) steel telescopic gate; to be examined, thoroughly overhauled and put in working condition.

**Par. 34—Between Frames No. 92 and No. 91, Engineers' Quarters**

One (1) single steel non-watertight door to Electric Blower Room. Hinges, pins, locks and catches to be thoroughly overhauled and eased up; door to be faired if necessary and put in thorough working condition.

**Par. 35—Between Frames No. 66 and No. 63, Ship's Side, Port and Starboard**

Two (2) double watertight doors with two (2) 12" swing ports in each door, and deadlights over ports. Hinges, pins, tumbler bolts and nuts on ports and deadlights to be eased up; port glasses to be cleaned, examined for looseness and where loose reset; rubber gaskets to be renewed if necessary; ports and deadlights to be made thoroughly workable and watertight; one (1) deadlight, missing, to be renewed.

Hinges, pins, dogs and catches on watertight doors to be thoroughly overhauled and eased up; rubber gaskets to be renewed if required; doors to be made thoroughly workable and watertight.

Steel telescopic doors, inboard side of watertight doors to be examined and overhauled and put in thorough working condition. Dogs on the watertight doors shall be increased in number and properly spaced, to the Agent's satisfaction.

**Par. 36—In Bulkhead at Frame No. 58**

Two (2) single steel watertight doors. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gaskets to be renewed if required; doors to be made thoroughly workable and watertight.

**Par. 37—At Frame No. 42**

One (1) double steel non-watertight door to hatch. Hinges, pins, locks and catches to be thoroughly overhauled and eased up; door to be faired if necessary and put in thorough working condition.

**Par. 38—In Bulkhead at Frame No. 38**

Two (2) single steel watertight doors. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gaskets to be renewed if required; doors to be made thoroughly workable and watertight.

**Par. 39—Between Frames No. 25 and No. 24**

One (1) double non-watertight door to elevator. Hinges, pins, locks and catches to be thoroughly overhauled and eased up; door to be faired if necessary and put in thorough working condition.

**Par. 40—In Bulkhead at Frame No. 12**

One (1) single steel watertight door. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gaskets to be renewed if required; door to be made thoroughly workable and watertight.

**SECTION 12****SIDELIGHTS, DOORS, ETC. ON "H" DECK****Par. 1—Removal of Airports and Substitution of Fixed Sidelights**

As specified in Section 1, par. 3, all existing airports on "H" Deck shall be removed and replaced with fixed sidelights about 12" clear glass, in brass frames. These and existing fixed sidelights shall be fitted with extra heavy triplex safety glass or equal and with hinged dead covers of malleable iron and of approved design. In addition similar fixed sidelights shall be fitted in all rooms and spaces where so indicated on the contract plans. Where openings in the shell for airports have been blanked off and the contract plans do not indicate that sidelights shall be fitted, the blanks shall be inspected and made secure and watertight.

**Par. 2—At Frame No. 209, Port and Starboard**

Two (2) watertight doors to ash room, one (1) on port and one (1) on starboard side. Hinges, pins, dogs and catches to be thoroughly overhauled and eased up; rubber gaskets to be renewed if required, doors to be made thoroughly workable and watertight.

**Par. 3—At Frame No. 202**

One (1) small, watertight manhole door; hinges, pins, dogs and catches to be overhauled and eased up; door to be faired if required and made thoroughly workable and watertight.

**Par. 4—Between Frames No. 202 and 201**

One (1) small, non-watertight door (manhole); hinges, pins, dogs and catches to be overhauled and eased up; door to be faired if required and made thoroughly workable.

**Par. 5—At Frame No. 200**

One (1) single non-watertight door; hinges, pins, locks and catches to be overhauled and eased up; door to be faired if required and made thoroughly workable.

**Par. 6—At Frame No. 198**

One (1) single non-watertight door; hinges, pins, locks and catches to be overhauled and eased up; door to be faired if required and made thoroughly workable.

**Par. 7—Between Frames No. 197 and No. 196**

One (1) small non-watertight manhole door to bunkers; hinges, pins, locks and catches to be overhauled and eased up; door to be faired if required and made thoroughly workable.

**Par. 8—In Bulkhead at Frame No. 196**

One (1) small watertight manhole door to bunkers; hinges, pins, dogs and catches to be overhauled and eased up; rubber gasket to be renewed if required; door to be made thoroughly workable and watertight.

**Par. 9—Between Frames No. 194 and No. 193**

One (1) small watertight door in coal chute; hinges, pins, dogs, and catches to be overhauled and eased up; rubber gasket to be renewed if required; door to be made thoroughly workable and watertight.

**Par. 10—In Bulkhead at Frame No. 156**

One (1) small watertight manhole door to bunkers; hinges, pins, dogs and catches to be overhauled and eased up; rubber gasket to be renewed if required; door to be made thoroughly workable and watertight.

**Par. 11—Between Frames No. 157 and No. 156**

One (1) single steel non-watertight door. Hinges, pins, locks and catches to be thoroughly overhauled and eased up; door to be faired if required and made thoroughly workable.

**Par. 12—In Bulkhead at Frame No. 144**

One (1) small watertight manhole door. Hinges, pins, dogs and catches to be overhauled and eased up; rubber gasket to be renewed if required; door to be made thoroughly workable and watertight.

**Par. 13—Between Frames No. 144 and No. 143**

One (1) non-watertight steel door. Hinges, pins, locks, and catches



to be thoroughly overhauled and eased up; door to be faired if required and made thoroughly workable.

**Par. 14—In Bulkhead at Frame No. 143**

One (1) non-watertight steel door. Hinges, pins, locks, and catches to be thoroughly overhauled and eased up; door to be faired if required and made thoroughly workable.

**Par. 15—Between Frames No. 110 and 109**

One (1) watertight door to Engine Room stores. Hinges, pins, dogs and catches to be overhauled and eased up; rubber gasket to be renewed if required; door to be made thoroughly workable and watertight.

**Par. 16 Between Frames No. 100 and No. 99**

One (1) non-watertight steel door to Engine Room Stores. Hinges, pins, locks, and catches to be thoroughly overhauled and eased up; door to be faired if required and made thoroughly workable.

**Par. 17—In Bulkhead at Frame No. 97**

One (1) watertight door. Hinges, pins, dogs and catches to be overhauled and eased up; rubber gasket to be renewed if required; door to be made thoroughly workable and watertight.

**Par. 18—At Frame No. 96**

One (1) non-watertight steel door. Hinges, pins, locks and catches to be thoroughly overhauled and eased up; door to be faired if required and made thoroughly workable.

**Par. 19—In Bulkhead at Frame No. 86**

Two (2) non-watertight steel doors to Engine Room. Hinges, pins, locks and catches to be thoroughly overhauled and eased up; door to be faired if required and made thoroughly workable.

**Par. 20—In Bulkhead at Frame No. 77**

Two (2) single steel watertight doors, one (1) port and one (1) on starboard side. Hinges, pins, dogs and catches to be eased up; rubber gaskets to be renewed if required and doors made thoroughly workable and watertight.

**Par. 21—At Frame No. 42**

One (1) double non-watertight door to hatch. Hinges, pins, locks and catches to be overhauled and eased up; door to be faired if required and made thoroughly workable.

**Par. 22—Between Frames No. 26 and No. 24**

One (1) double elevator door; to be examined, thoroughly overhauled and put in good working condition.

**Par. 23—Between Frames No. 7 and 5**

One (1) steel hatch to store room. Steel non-watertight cover to have hinges and pins eased, and hasp for locking same repaired.

# SECTION 13

## COAL AND ASHPORTS ON "G" AND "H" DECKS

The existing coal and ashports, locations of which are given in schedule below, shall be thoroughly gone over, all hinges, dogs and other fittings examined and replaced or repaired where necessary and all gaskets replaced where found to be in unsatisfactory condition.

### Coal Ports on "G" Deck

Port Side				Starboard Side			
One between Fr.	#240	and	#239	One between Fr.	#240	and	#239
" "	#233	"	#232	" "	#233	"	#232
" "	#227	"	#226	" "	#227	"	#226
" "	#222	"	#221	" "	#222	"	#221
" "	#215	"	#214	" "	#215	"	#214
" "	#209	"	#208	" "	#209	"	#208
" "	#206	"	#205	" "	#206	"	#205
" "	#202	"	#201	" "	#202	"	#201
" "	#197	"	#196	" "	#197	"	#196
" "	#192	"	#191	" "	#192	"	#191
" "	#185	"	#184	" "	#185	"	#184
" "	#179	"	#178	" "	#179	"	#178
" "	#171	"	#170	" "	#171	"	#170
" "	#166	"	#165	" "	#166	"	#165
" "	#158	"	B	" "	#158	"	B
" "	#154	"	#153	" "	#154	"	#153
" "	#149	"	#148	" "	#149	"	#148
" "	#143	"	#142	" "	#143	"	#142
" "	#136	"	#135	" "	#136	"	#135
" "	#130	"	#129	" "	#130	"	#129

### Coal Ports on "H" Deck

Port Side				Starboard Side			
One between Fr.	#240	and	#239	One between Fr.	#240	and	#239
" "	#233	"	#232	" "	#233	"	#232
" "	#228	"	#227	" "	#228	"	#227
" "	#222	"	#221	" "	#222	"	#221
" "	#215	"	#214	" "	#215	"	#214
" "	#209	"	#208	" "	#209	"	#208
" "	#189	"	#188	" "	#189	"	#188
" "	#162	"	#161	" "	#162	"	#161
" "	#140	"	#139	" "	#140	"	#139
" "	#125	"	#124	" "	#125	"	#124
" "	#119	"	#118	" "	#119	"	#118

## Ash Ports on "G" Deck

## Port Side

## Starboard Side

One between Fr. #209 and #208	One between Fr. #209 and #208
" " " #168 " #167	" " " #168 " #167
" " " #136 " #135	" " " #136 " #135

## TITLE VI

## ELECTRICAL INSTALLATION

**GROUP 1**  
**MAIN GENERATING PLANT AND SWITCHBOARD**

**SECTION 1**  
**MAIN GENERATING PLANT**

The main generating plant, which is located in the hold between frames 64 and 86, now consists of five 288 K.W. turbo generators.

The turbines are of the Parsons type and were constructed by Brown Boveri & Cie., Mannheim, Germany. They are rated at 445 horsepower at 2,000 R.P.M. on a steam pressure of 220 lbs. per square inch.

The generators were constructed by Siemens Schuckert Company of Berlin, Germany. They are direct connected to the turbines and are rated at 115 volts. Each generator is compound wound with six poles, six interpoles and each shunt field pole has a compensating winding embedded in the pole face. The commutator consists of three sections, each section having six brush arms with eight brushes per arm.

Each generator is grounded on the negative side to the frame of the generator which in turn is grounded to the hull of the ship. These generators are operated independently, that is the switchboard has a bus bar for each machine to which any circuit can be connected.

One of the present generators is badly damaged; therefore, the Agent will provide and install a new 115 volt 500 K.W. direct current generator, the contractor to make and provide all the necessary electrical connections between generator and the new switchboard.

The present generator and the new generator are to be arranged for parallel operation.\*

The present ground connections at each generator shall be removed and a feeder run from the negative side (grounded side) of the generator to the switch and circuit breaker operated from the main switchboard. The ground connections are then to be made in a visible and accessible location at or near the main switchboard. The present positive feeder from the generator to the main switchboard may be used for the negative feeder, provided it is of sufficient length and will not prevent satisfactory parallel operation of the generators.

The contractor shall make all the adjustments and provide all the series field shunts required for satisfactory parallel operation.

The proportion of the total load carried by each generator from no load to full load with constant field current and speed should be in

a direct ratio to the rating of each generator. If the load carried by each generator does not vary more than 10% above or below the above stated proportion the parallel operation will be considered satisfactory.

The contractor shall, under the direction and at a time convenient to the Agent, run a load and endurance test on the main generating plant, the principal object of which shall be to test the parallel operation of the same.

## SECTION 2

### MAIN SWITCHBOARD

The present main switchboard, together with all the equipment contained thereon shall be eliminated and replaced with a new modern switchboard and equipment. The new switchboard shall be designed for parallel operation of the four 288 K.W. generators and the 500 K.W. generator.

Each generator is to be provided with an inverse time limit overload and reverse current double pole circuit breaker, field rheostat, ammeter, recording watt hour meter, voltmeter, pilot lamps and the necessary switches. Due to the limited space for this new board it will probably be necessary to use mechanical remote control for the generator circuit breakers and switches. Switches and breakers for each generator are to be mechanically interlocked so that it is impossible to operate them in the wrong order.

An illuminated dial voltmeter, similar to the present one, shall be installed in front of the switchboard, with an 8 point voltmeter switch on the switchboard for connecting it to each generator and bus bar.

Each feeder emanating from the main switchboard having a capacity exceeding 100 amperes shall be equipped with a shunt, single pole overload circuit breaker and single pole switch, all others are to be equipped with standard cartridge fuses and quick break switches with one ammeter connected in the bus bar which supplies current to all the small circuits. The shunt in each feeder shall be connected to an approved receptacle on the face of the board. Two portable ammeters with leads and plugs shall be provided for plugging in the receptacles on the face of the board. The feeders to the Restaurant Galley shall be provided with a recording watt hour meter.

A switch and circuit breaker shall be provided on this switchboard for supplying current to the vessel from the shore. This switch and circuit breaker shall be connected to the main bus bar and to two 800,000 C.M.S.C. Navy standard lead and armored cables which shall

be connected to a watertight outlet box conveniently located on the open deck. Provision shall be made at the outlet box for grounding the negative side of the portable shore lead.

The type and arrangement of instruments, switches, breakers, etc., is to be approved by the Agent.

The back of the switchboard is to be enclosed by a wire mesh screen, similar to the present arrangement.

An approved insulating floor mat is to be placed in front of the switchboard and new steel floor under the switchboard.

The operating space in front of the switchboard is to be enclosed by an approved railing.

The switchboard shall be constructed of slate panels supported on an angle iron frame work.

The slate panels shall be at least 1½ inches thick and free from all metallic veins, spots or imperfections. No single panel shall exceed 36 inches in width and 76 inches in height. All edges on the front of the panel shall be beveled.

The angle irons shall be of liberal dimensions and thoroughly painted with red lead before being bolted to the slate panels. A rubber or rubber fabric liner at least ⅛ inch thick shall be placed between the panel and the angle irons.

A wooden horizontal rail constructed of ash shall be installed on the front of the switchboard, provided same does not interfere with the operation of the switchboard.

All bus bars shall be constructed of drawn copper of a conductivity of not less than 98% and the cross sectional area shall be figured on the basis of a 1,000 amperes per square inch. No bus bar shall have a thickness exceeding ¾ inch. If the current to be carried by the bus bar is in excess of 400 amperes the bus bar shall be made up of strips, clearance between strips to be equal to thickness of strips.

Contact surfaces at clamped connections shall be of such an area that the maximum current density per square inch shall not exceed 150 amperes. Bus bar bolts shall be turned from hard drawn brass rod and the current carrying nuts shall be of forged or cut copper, the area of contact to be in accord with the rule for contact surfaces.

Generator bus bars and connections shall be designed on the basis of maximum guaranteed load current of the generator or generators attached thereto. All other bus bars and connections shall be designed on a basis of at least 80 per cent of the combined full load rated currents of all the apparatus they supply, except when supplying one unit the bus bar shall be designed for full load current of that unit.

Removable strips are to be installed in the bus bars to permit inserting a portable shunt for calibrating switchboard instruments.

The arrangement of bus bars and wiring on the back of the board shall be such that all lugs are readily accessible, and that the clearance between current carrying parts of opposite polarity and between any current carrying part and ground shall not be less than  $1\frac{1}{4}$  inches.

## GROUP 2

### EMERGENCY GENERATORS, SWITCHBOARDS AND STORAGE BATTERIES

#### SECTION 1

##### EMERGENCY GENERATORS

The emergency generator consists of a four cylinder four-cycle gasoline engine, direct connected to a fifty (50) K.W. eight pole compound wound, direct current 110 volt generator. A small gasoline engine driven air compressor is located near the generator for charging the air bottles used in starting the emergency generator engine.

The emergency generator and compressor are located in a compartment on "E" deck, amidship, between frames 88 and 93, and due to the installation of a new emergency generating plant, are to be removed.

The Agent will provide and install in the new emergency generator room on "E" deck between frames 15 and 18, two Diesel or semi-Diesel engine driven 50 K.W. generators, and a motor driven air compressor. The contractor shall provide and install all the necessary wiring between the generator, motor and the switchboard. Each negative generator feeder shall be connected to the switch and circuit breaker on the emergency switchboard and then grounded in a visible and accessible location at or near the switchboard.

#### SECTION 2

##### EMERGENCY SWITCHBOARD

A new emergency switchboard is to be provided and installed in the new emergency generator room. The present emergency switchboard, which is to be retained and refitted for another purpose, is located in the present emergency generator room on "E" Deck.

The switchboard shall be constructed of ebony asbestos wood panels supported on an angle iron frame work.

The panels shall be at least  $1\frac{1}{2}$  inches thick and free from all imperfections. No single panel shall exceed 36 inches in width and

76 inches in height. All edges on the front of the panel shall be beveled.

The angle irons shall be of liberal dimensions and thoroughly painted with red lead before being bolted to the panels.

A wooden horizontal rail constructed of ash shall be installed on the front of the switchboard, provided same does not interfere with the operation of the switchboard.

All bus bars shall be constructed of drawn copper of a conductivity of not less than 98% and the cross sectional area shall be figured on the basis of a 1,000 amperes per square inch. No bus bar shall have a thickness exceeding  $\frac{3}{8}$  inch. If the current to be carried by the bus bar is in excess of 500 amperes the bus bar shall be made up of strips, clearance between strips to be equal to thickness of strips.

Contact surfaces at clamped connections shall be of such an area that the maximum current density per square inch shall not exceed 150 amperes. Bus bar bolts shall be turned from hard drawn brass rod and the current carrying nuts shall be of forged or cut copper, the area of contact to be in accord with the rule for contact surfaces.

Generator bus bars and connections shall be designed on the basis of maximum guaranteed load current of the generator or generators attached thereto. All other bus bars and connections shall be designed on a basis of at least 80 per cent of the combined full load rated current of all the apparatus they supply, except when supplying one unit the bus bar shall be designed for full load current of that unit.

Removable strips are to be installed in the bus bars to permit inserting a portable shunt for calibrating switchboard instruments.

The arrangement of bus bars and wiring on the back of the board shall be such that all lugs are readily accessible, and that the clearance between current carrying parts of opposite polarity and between any current carrying part and ground shall not be less than  $1\frac{1}{4}$  inches.

The switchboard shall contain: a field rheostat, inverse time limit overload circuit breaker, pilot lamps, ammeter and voltmeter with three point voltmeter switch for each generator, fuses and starting equipment with an overload and non-voltage release for the motor driven air compressor, the necessary switches for the two emergency generators and air compressor motor, a standard fuse and quick break switch for each remaining and new emergency lighting and power circuit, four spare fuses and quick break switches and two automatic relays described in a following paragraph.

This switchboard shall be designed for independent operation of generators and so that any circuit supplied from it may be connected to either of the emergency generators or the main generators. This



will require a new feeder from the main switchboard to the emergency switchboard.

All emergency circuits that are connected to the present emergency switchboard and are to be retained, are to be disconnected from same, a feeder junction box installed and the circuit continued aft to the new emergency switchboard.

There is an automatic relay in the present emergency dynamo room which automatically connects the emergency storage battery to certain emergency lighting circuits whenever the current fails on the main generator bus bars.

This relay and a similar one provided by the contractor are to be mounted on or as a part of the new emergency switchboard. One of the relays is to automatically connect certain passenger and crew space emergency lighting circuits to the emergency storage battery and the other is to automatically connect the machinery space emergency lighting circuits to the emergency storage battery.

### SECTION 3

#### EMERGENCY LIGHTING STORAGE BATTERIES

The present emergency lighting storage batteries are to be removed. The present 210 ampere hour lead plate radio battery is to be overhauled, placed in first class condition and installed as one of the emergency lighting storage batteries in the storage battery room, after said room has been reconditioned.

In addition to the afore-mentioned battery, the contractor shall provide and install a 600 ampere hour alkaline storage battery that will supply 110 volts at the discharge rate required to operate all the emergency lights connected to it. The cells of this battery shall be in accordance with the Navy specifications for alkaline cells. It shall be installed in a compartment adjacent to the space occupied by the lead plate battery but separated therefrom by a bulkhead which will prevent the mixing of the gases from the two batteries.

A battery charging panel for charging either storage battery is to be provided and installed by the contractor in a compartment prepared for same. The batteries are to be charged from the main generators and the charging panel designed so that when one battery is on charge the other will be connected to the automatic relay ready for use. The necessary feeders are to be installed between the storage batteries, battery charging panel, automatic relays, emergency switchboard and main switchboard.

### GROUP 3

#### INTERIOR COMMUNICATION CENTRAL STATION

##### Par. 1—General Description

The interior communication central station, which is located on "E" Deck between frames 88 and 93, now contains two motor-generator sets, the emergency generator, air compressor and a five panel switchboard. (Referring to Group 2, Section 1, it will be noted that this emergency generator and compressor are to be eliminated.)

##### Par. 2—Motor-Generators

Each motor-generator set consists of a 17 H.P., 110 volt, 130 ampere, 1500 R.P.M. direct current motor, direct connected to a 3.75 K.V.A., 112 volt, 35.5 ampere, 50 cycle, single phase alternating current generator and a 7.6 K.W., 26 volt, 292 ampere direct current generator.

The motor-generator sets are to be retained and are, therefore, to be placed in a first class operating condition. The contractor shall replace all broken or missing parts, tighten and repair all loose or damaged connections, install new brushes, turn down and undercut to a depth of 1/16 inch the rough commutators, replace the loose armature bands, thoroughly clean, and paint all windings with a good insulating varnish. New wiring is to be installed between the motor-generator sets and switchboard.

##### Par. 3—Switchboard

The switchboard consists of five marble panels mounted from forward to aft on the port side of the room, the panels are numbered from aft to forward, that is from left to right when facing the switchboard.

Panel number 1 controls the alternating current generators and distributes the current to the various alternating current interior communication systems. It is equipped with a voltmeter, ammeter, three-point voltmeter switch, two field rheostats, two pilot lamps and the necessary fuses and switches.

This panel is very badly cracked. It shall, therefore, be replaced with a new one constructed of ebony asbestos wood. The equipment on the old panel shall not be used on the new one. The purpose of the new panel will be the same as the removed one, except that N.E.C. cartridge fuses and a field switch shall be installed for each generator.

Panel number 2 controls the 26 volt direct current generators and interior communication storage batteries and distributes the current from each to the various low voltage interior communication systems. It is equipped with two voltmeters, two ammeters, two three-point

voltmeter switches, one two-point ammeter switch, two field rheostats, reverse current relay, battery charging resistances and the necessary fuses and switches.

This panel and the equipment contained thereon shall be removed and replaced with a new panel and equipment. The new panel shall be constructed of ebony asbestos wood of an approved size. This panel shall control the 26 volt direct current generators, and interior communication storage batteries and distribute the current to the various 26 volt circuits. The panel shall contain two field rheostats, two generator field switches, a reverse current relay, charge and discharge ammeter, single range ammeter, voltmeter, three point voltmeter switch, battery charging equipment, fuses for each generator and the necessary switches. The panel shall be arranged so that the storage battery can be charged from either motor generator set, the ammeter to indicate the rate of charge or discharge and the reverse current relay to prevent the battery from discharging into the generator. At least eight of the circuit switches shall be double pole double throw so that the circuits connected thereto can be supplied from either the motor-generator sets or the storage battery. A double pole double throw switch shall be provided for connecting either generator to the bus bars, the single range ammeter to indicate the current supplied from either generator.

Panel number 3 controls the motors of the motor-generator sets and the emergency generator. It is equipped with a voltmeter, ammeter, pilot light, one six-point voltmeter switch, one six-point ammeter switch, one field rheostat, two starting boxes, one mechanical remote control circuit breaker and the necessary fuses and switches.

This panel and the equipment contained thereon are to be removed and replaced by a new panel and equipment.

The new panel shall be constructed of ebony asbestos wood. This panel shall be equipped with the following new apparatus: a double pole double throw switch for connecting the panel bus bar to either the feeder from the main generators or from the emergency generators, a double pole fuse and switch for each motor-generator set, starting equipment containing an overload and non-voltage release for each motor generator, a double pole fuse and field switch for each of the generator fields, a voltmeter and voltmeter switch to measure the voltage on the feeder from the main generators or the emergency generators, an ammeter to measure the current supplied by the feeder from the main generators.

It will be noted that the feeders to this panel are on the one wire system, but all circuits emanating from this panel are to be on the two wire system. This panel will, therefore, contain a negative bus bar

connected to ground through the double pole double throw switch, the ground connection to be made in a visible and accessible location.

Panel number 4 controls and distributes the current to the boat winch motors and festoon lighting circuits. As the boat winch circuits are to be moved to the new emergency switchboard and the adjoining panels are to be replaced; this panel and equipment shall be removed and replaced with an ebony asbestos wood panel equipped with new apparatus. This panel shall be arranged to distribute the current to the festoon lighting circuits, 42 inch searchlight, interior communication central station ventilation fan (motor No. 80), two new engine room ventilating fans, two existing engine room ventilation fans (motors No. 150 and No. 151), and any other power circuits that it may be convenient to supply from this panel. Each of the above mentioned circuits that require 100 amperes or less shall be equipped with standard fuses and a switch; all others shall have a single pole breaker and switch. The searchlight feeder shall be equipped with a single pole circuit breaker and ammeter. The starters for the two new and two existing engine room ventilation fans will probably be located in this room.

Panel number 5 controls and distributes the current to the various emergency lighting sub-stations, interior communication A.C. generator fields, interior communication room ventilation fan (motor No. 80), searchlights, gyro-compasses and emergency radio set. The circuits to the emergency lighting distribution panels are to be removed and connected to the new emergency switchboards. The gyro-compass and emergency radio circuits are to be supplied from the new emergency switchboard. The searchlight and interior communication room ventilation fan (motor No. 80) circuits are to be moved to panel number 4. The A.C. generator field switches will be moved to panel number 1. Panel number 5 shall be removed and replaced with a new ebony asbestos wood panel. This panel shall be arranged for the two wire system and shall supply current to all the 110 volt D.C. interior communication systems. Number 5 panel shall be installed in the position now occupied by number 4 panel and number 4 panel installed in the position now occupied by number 5 panel.

#### Par. 4—Storage Battery

A 225 ampere hour alkaline storage battery, capable of supplying twenty-six (26) volts at the discharge rate required for the operation of the various interior communication systems which will be connected to it, shall be provided and installed in the alkaline battery compartment of the storage battery room. The cells of this battery shall be in accordance with the Navy specifications for alkaline cells.

**Par. 5—Feeders**

There are now five (5) feeders from this switchboard to the main switchboard. The new arrangement will probably require only two or three of these feeders. A new feeder will be required from this switchboard to the new emergency switchboard to provide emergency current to the interior communication motor-generator sets. The necessary feeders shall be installed between the switchboard and interior communication storage battery.

**GROUP 4****POWER AND LIGHTING SYSTEMS: MOTORS, WIRING, DISTRIBUTION PANELS, JUNCTION BOXES, SWITCHES, ETC.****SECTION 1****GENERAL REQUIREMENTS**

All wiring, equipment, etc., shall be in accordance with the Marine Rules of the American Institute of Electrical Engineers in so far as they do not conflict with the rules set forth in these specifications.

All new feeders to new or remaining distribution panels shall be run on the single wire system, except where otherwise noted.

The original feeders to distribution panels may be retained, provided the size will be sufficient to carry the load and the cables are not damaged. No feeder shall be moved without the consent of the Agent.

In a large number of cases two or more distribution panels are supplied by the same feeder, the feeder being decreased in size where it passes thru a distribution panel. A fuse, of such a rating that it will protect the smaller wire, shall be installed wherever there is a change in wire size.

In a large number of places the feeders are not "laid" in a systematic manner, and are not properly supported. It shall be the duty of the contractor to correct such faults to the satisfaction of the Agent.

After distribution has been rearranged, original feeders are to be gauged to determine whether they are of ample size for their respective "loads." A chart should be furnished giving size and purpose of each new and old feeder.

All wire, including 4494 C.M. shall be stranded.

All replaced local wiring, except in the vicinity of the magnetic compasses, from the various distribution panels to the retained non-relocated motors shall be on the one-wire system, all other new or replaced wiring from the various distribution panels shall be on the two-wire system.

The single wire system shall not be used within thirty (30) feet of the magnetic compasses. No cable carrying over three amperes or containing a magnetic armor shall be run within twelve (12) feet of the magnetic compasses.

All new or replaced wiring shall be United States Navy standard lead and armored cable, unless otherwise specified, and all portable conductors shall be Navy standard plain or armored cable as the case may require.

Each reel of cable shall be inspected and approved by the Agent before installation.

Where old wire is renewed or new wire installed, the cables shall be carefully "laid" with no short or sharp bends and securely fastened to the deck or bulkhead plating with metal hangers or clips not more than 14 inches from center to center. These hangers are to be secured by not less than two screws or bolts. In all cases where the securing screws extend through the deck, they are to be coated with red lead and except where deck is sheathed they shall be upset on the upper side of the deck. None of the existing screws or hangers are to be used in the new installation.

Where cables pass through beams, decks, bulkheads or any part of the metal structure over 3/16 inch thick, not requiring a stuffing tube, the hole through which they pass must be bushed with lead or other material that will not permit chafing or corrosion to take place.

In general, cables are to be grouped as much as possible. Where a fore and aft run would necessitate the drilling of a large number of beams, sheet steel pans may be used for supporting the cables underneath the beams. The cables are to be secured to these pans in the same manner as to the deck. If pan is 3/16 inch or less in thickness, nuts are to be placed on the gang strap supporting screws in back of the pan, in addition to being tapped in the pan. Where cables pass through this pan and metal structure of 3/16 inch or less a nipple and T. & B. busings are to be installed.

Where cables pass through watertight bulkheads or enter watertight fittings, Navy Standard stuffing or terminal tubes shall be used (Chas. Cory Drawing No. 2179-L).

Where cables pass through decks a conduit protection pipe shall be installed. This pipe together with pipe coupling shall extend at least eighteen (18) inches above the deck. The upper end of the pipe shall be fitted with a Navy Standard conduit terminal tube. A canvas washer, saturated with linseed oil and thoroughly covered with red lead putty, a metal washer and locknut shall be placed on the protection pipe on each side of the deck, the lower end of the pipe to be ter-

minated in a T & B bushing. The deck, both top and bottom shall be freed of all rough edges and the pipe shall have at least one double screw pipe strap.

Where cables pass through joiner work the groove in same shall be sufficient in size to enable the wires to be "laid" in without undue forcing.

All stuffing and terminal tubes are to be packed with square flax packing in accordance with Navy standard practice and then filled with read lead putty.

All conduit is to have burrs and rough edges removed. In the event that wire is pulled in a conduit that has not been freed of rough edges, or is flat, the Agent will have the authority to order the wire pulled out, the sharp edges removed and condemn the wire if same has been damaged.

Where new or old wiring is exposed to severe mechanical injury, enclosed sheet metal guards are to be provided, the same to be permanently secured to the deck or bulkhead.

All cables shall be looped at each expansion joint so that no undue strain will come on the same.

Where connections are made in sockets, receptacles, etc., without lugs the stranded wire ends shall be soldered.

Except at lighting chandeliers and brackets, conductors must not be spliced. Splices and taps shall be made by means of approved connection blocks enclosed in approved fittings. These fittings shall be located in readily accessible places.

Where armored or lead and armored cable enters a box or other appliance, the armor shall terminate  $\frac{1}{8}$  inch back of lead or rubber and the lead, which shall be clean cut, shall terminate  $\frac{1}{4}$  inch back of the rubber. The end of armor, lead and rubber shall be covered with friction tape and painted with at least one coat of insulating varnish.

In making ground connections on the one-wire system, lugs are to be used. The area of contact shall not be less than eight times the cross section of the copper of the cable. The steel structure shall be tapped, thoroughly cleaned, and lug firmly secured by machine screw or bolt. No other method shall be used for grounding conductors. These grounds are to be visible and accessible.

No electrical work shall be concealed until same has been inspected and approved by the Agent. The Agent shall have the authority to order the removal of all covering installed before the electrical work has been approved.

All wiring, lights, motors and other appliances which are not to form a part of the new systems are to be removed unless otherwise directed.

If, due to re-arrangement of any compartment or compartments, it becomes necessary to relocate any motors or other electrical equipment, it shall be the duty of the contractor to place the equipment in a first-class and satisfactory operating condition in its new location.

Where wiring is removed all holes in the structural work shall be plugged and made watertight where the occasion demands.

In a large number of places, especially in passageways, the wiring is grouped and run in wooden troughs, these are to be replaced with metal pans.

In a number of instances, excelsior and similar material has been found behind paneling in the vicinity of electric wiring. It shall be the duty of the contractor to make a search for such foreign substances and remove same.

All cables, except the 4494 C.M.T.C. for local lighting, are to have an approved metal name tag containing the circuit marking at each connection box, junction box, watertight bulkhead, protection pipe and distribution panel.

The complete installation must have a resistance between conductors and between all conductors and the ground (not including attachments, sockets, receptacles, etc.) of not less than two megohms. The test must be made with all cutouts and safety devices in place. If the lamp sockets, receptacles, electroliners, etc., are also connected only one-half of the above resistance is required.

All holes for electrical work are to be drilled and all screw threads U. S. Standard.

No junction boxes are to be used on feeders except by special permission from the Agent.

All junction boxes are to have all sharp edges removed, painted on the interior with at least one coat of insulating paint and located in accessible places.

Where local distribution panels are located in cabinets, these cabinets are to be lined with sheet metal or asbestos board.

All retained distribution panels shall have all broken, burned or missing switches, clips, bolts and binding posts replaced, all fuses replaced with N.E.C. standard renewable fuses, all cracked or broken panels replaced or repaired, and all panels used for the two-wire system fitted with a grounded or negative bus bar. This work shall be performed to the satisfaction of the Agent. The contractor shall have the option of doing this repair work or supplying new panels of a "dead front" type that will meet the Agent's approval.

It will probably be necessary to add distribution panels to provide for the additional equipment.

No new or relocated distribution panels are to be located in inaccessible places, staterooms, cargo holds or other places alternately allotted passengers and cargo.

The snap switches on the removed panels may be used to replace the broken snap switches on the retained panels; all those that are not used in this manner are to be turned over to the Agent for spares. All new snap switches on panels shall be double pole and constructed of non-corrodible parts.

All single pole switches shall be connected on the positive side of the circuit.

All steel bulkheads or decks shall be painted before any cables are clipped to the same.

### LIST OF EXISTING SUB-STATIONS

Pw. P.=Power Panel. Ht. P.=Heating Panel. Lt. P.=Lighting Panel.

No.	Location	Pw.P.	Ht.P.	Lt.P.	Remarks
Pri. 2	Primary distribution board station G deck frame 86	0	0	3	10 broken knife switches. Remove voltmeter, ammeter, voltmeter switch and ammeter switch. Install new voltmeter and voltmeter switch. Voltmeter to be similar to one in front of main switchboard.
1	Dynamo room	1	0	1	Turbine turning and turbine hoisting switches to be fitted with a pilot light. See Section 2 Paragraph 15. Lighting switches shall not be used in new installation.
2	Aft engine room J deck frame 102 port	0	0	1	Remove.
3	Aft engine room J deck frame 102 stbd.	0	0	1	Remove.
4	Main engine room J deck frame 102 port	0	0	1	Remove.
5	Main engine room Hold deck frame 113	0	0	1	Remove.
6	Boiler Room	0	0	1	Remove.
7	Boiler Room	0	0	1	Remove.

No.	Location	Pw.P.	Ht.P.	Lt.P.	Remarks
8	Boiler Room	0	0	1	Remove.
9	Boiler Room	0	0	1	Remove.
10	Boiler Room	0	0	1	Remove.
11	Boiler Room	0	0	1	Remove.
12	Boiler Room	0	0	1	Remove.
13	Boiler Room	0	0	1	Remove.
14	Boiler Room	0	0	1	Remove.
15	Boiler Room	0	0	1	Remove.
16	Fwd. Ice Machine room, Hold deck frame 270	1	0	1	Remove.
17	After provision room K deck frame 68	1	0	0	3 broken knife switches.
18	After provision room J deck frame 71 port	0	0	1	4 broken snap switches.
19	Fwd. provision room K deck frame 264	0	0	1	Remove.
20	Engine Room	0	0	1	Remove.
20A	Engine Room Hatch	0	0	1	Remove.
21	Engine Room	0	0	1	Remove.
22	Engine Room	0	0	1	Remove.
23	Engine Room	0	0	1	Remove.
24	Main Engine Room J deck frame 123	2	0	0	Remove.
25	Elec. pump and blower room H deck stbd. side frame 169	1	0	0	4 broken knife switches.
26	G deck, stbd. side frame 25	0	0	3	Replace with new approved panels.
27	G deck stbd. frame 56.	0	0	3	Replace with new approved panels.
28	Stairway No. 7 stbd. side between G and H decks	0	0	3	Replace with new approved panels.
29	After gyro room G deck port side frames 66 to 68	1	0	0	Remove.
30	Ozone room G deck port side frames 81 to 85	1	0	0	Panel to be repaired, damaged wiring replaced, starters repaired and meters recalibrated.
31	Primary distribution Room G Deck frame 86	1	0	0	2 broken knife switches.



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No.	Location	Pw.P.	Ht.P.	Lt.P.	Remarks
32	G deck port side frame 124	0	0	2 4	broken snap switches.
33	Fwd. gyro room G deck port side frame 166	1	0	2 1	lighting panel broken; 2 broken snap switches. Relocate all panels.
34	Swimming pool office.. G deck frame 180 stbd. side	0	0	2	Replace with new approved panel.
35	G deck port side frame 232	1	0	2 4	broken knife switches. 4 broken snap switches.
36	G deck port side frame 247	0	0	2 3	broken snap switches.
37	Stairway No. 7 between F and G decks	0	0	3 5	broken snap switches.
38	G deck galley stbd. passage frame 78 stbd.	3	0	2 3	broken terminals, also 6 broken snap switches and replace 3 power panels.
39	F deck galley port side frame 111	0	0	2 20	snap switches and 1 knife switch broken.
40	F deck galley stbd. side frame 111	1	0	2 2	broken knife switches; 2 broken corners on lighting panels; 9 broken snap switches and 15 snap switches missing.
41	F deck under No. 3 stairway stbd. side frame 165	0	1	0	This is a brass plate attached to three feeders.
42	F deck under No. 2 stairway port side frame 165	0	0	3 9	broken snap switches, 26 switches missing. Relocate panels.
43	F deck under No. 1 stairway port side frame 210	0	1	3 2	broken corners on lighting panels.
44	F deck under stairway port side frame 241	0	0	2 1	broken snap switch.
45	F deck stbd. side 4th class Dining Saloon frame 270	0	0	1	Replace with approved panel and relocate.
46	E deck stbd. side stairway aft of steering engine, frame "C"	0	0	3	Relocate station. Replace emergency lighting panels.

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No.	Location	Pw.P.	Ht.P.	Lt.P.	Remarks
47	E deck stbd. side lobby No. 9 stairway frame 37	1	0	0 4	broken knife switches.
48	E deck port side lobby No. 10 stairway frame 37	0	0	2 6	broken snap switches.
49	E deck blower room stbd. side frame 52	1	0	0 4	broken snap switches, panel cracked.
50	E deck athwartship passage port side frame 80	0	1	3 3	broken snap switches on heating panel; 3 broken snap switches on lighting.
51	E deck port side frame 150	0	1	3 1	lighting panel cracked; 10 broken snap switches.
52	E deck port side frame 205	0	0	4	Replace emergency lighting panel.
53	E deck port side lobby No. 1 stairway frame 206	0	0	0	Feeders only.
54	E deck port side under stairs frame 226	0	1	3 3	broken snap switches on lighting panels. Panel cracked.
55	E deck amidship near No. 1 cargo hatch	2	0	3 1	lighting panel cracked at corner, also 4 broken switches. 7 broken knife switches on power.
56	D deck port side lobby No. 12 stairway	0	0	1 3	broken snap switches.
57	D deck port side lobby stairways No. 7 and No. 8 frame 67	0	0	2 2	broken snap switches.
58	D deck stbd. side lobby stairway No. 5 frame 75	0	0	2 2	broken snap switches.
59	D deck amidship fwd. of shaft to turbine room frame 110	0	2	4 8	broken snap switches on lighting. Replace emergency lighting panel.
60	D deck stbd. side lobby stairway No. 3 frame 160	0	2	0 10	snap switches broken.

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No.	Location	Pw.P.	Ht.P.	Lt.P.	Remarks
61	D deck port side lobby stairway No. 2 frame 160	0	0	3	6 broken snap switches.
62	D deck port side lobby stairway No. 1 frame 205	1	2	3	10 broken snap switches on lighting. 8 broken snap switches and 5 broken knife switches on heating.
63	C deck port side in passage frame 79	0	0	4	4 broken snap switches.
64	C deck port side lobby stairway No. 4 frame 117	0	0	3	1 panel corner cracked. 8 broken snap switches.
65	C deck stbd. side lobby stairway No. 4 frame 117	0	1	0	Panel cracked. 7 broken snap switches.
66	C deck port side lobby stairway No. 2 frame 175	0	0	3	6 broken snap switches.
67	C deck stbd. side lobby stairway No. 2 frame 175	0	2	0	5 broken snap switches.
68	C deck port side stairway No. 1 frame 206	0	3	3	6 broken snap switches on lighting. 12 broken snap switches on heating.
69	B deck port side near 1st class card room frame 78	0	0	2	
70	B deck stbd. side state-room passage frame 105	0	0	2	
71	B deck port side frame 112	2	0	2	8 broken snap switches on lighting. 3 broken knife switches on lighting. 4 broken knife switches on power.
72	B deck stbd. side frame 153	2	0	3	
73	B deck port side near No. 1 stairway frame 203	0	0	3	6 broken snap switches. 4 broken knife switches.

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No.	Location	Pw.P.	Ht.P.	Lt.P.	Remarks
74	A deck stbd. side galley athwartship passage-way frame 92	0	0	3	3 broken switches. Replace emergency lighting panel.
75	A deck port side frame 113	2	0	0	2 broken switches. Panels badly cracked probably will have to be replaced with new panels.
76	A deck stbd. side near radio room frame 160	1	0	3	3 broken switches on lighting. Remove temporary switches from power board.
77	A deck port side stairway No. 1 frame 205	1	0	2	2 broken switches on lighting panel. 2 broken switches on power panel.
78	Bridge deck port side in Master Clock Station frame 223	0	0	2	3 broken switches. Panel cracked.
79	Wheel house stbd. side frame 227	0	0	2	5 broken snap switches. Remove all temporary wiring. Line interior of wood cabinet with asbestos board.
80	Bridge deck port side fwd.	0	0	1	Running light controller. Remove.
81	Bridge deck port side fwd.	0	0	1	Running light controller. Remove.

SECTION 2

POWER SYSTEM

Par. 1—General Requirements for the Power System.

New wiring shall be installed on the basis of 1,000 C. M. per ampere for motors operating for a period of more than one-half hour and 500 C. M. per ampere may be used for all others.

The voltage drop from main switchboard to any motor when operating at full load shall not exceed 5% of the switchboard voltage.

All new motors shall be designed for 110 volts direct current.

All cables shall enter enclosed motors thru terminal tubes or boxes properly packed and filled with red lead putty, to prevent moisture from getting into the motor and also to protect leads from chafing where point of entry is made.

Motors of an open type installed in locations where subject to moisture from condensation or from having water accidentally thrown or splashed upon them, are to be protected by galvanized sheet metal water sheds of such a size and design as to thoroughly protect the motor without interfering with the ventilation of same.

All motors are to be thoroughly cleaned, painted, loose connections tightened and retaped, bearings refilled with new oil, refitted with new brushes, gaskets, hinge pins, hinge bolts and oil well springs and all other broken, damaged or missing parts replaced.

All bearing caps are to be replaced with a leather and metal disc fastened to the casing over the end of shaft by means of at least four machine screws. All hand hole covers are to be reconstructed so that they can be put on in only one position.

All armatures and field coils that have been exposed to moisture shall be baked and revarnished before being placed in operation.

All rough or uneven commutators shall be turned down and undercut to a depth of 1/16-inch.

All armatures are to have new bands where same are loose or rusted.

All control apparatus shall be cleaned and have all damaged or missing parts replaced.

All contact fingers on starters and field rheostats are to be beveled to prevent sticking.

All field rheostats of all motors are to be blocked so that it will be impossible to increase the speed of the fans beyond that point where the motors take rated current.

After motors and control apparatus have been overhauled and placed in a first-class condition, each motor shall receive an endurance test with the necessary instruments to determine if same is operating properly; test to be performed to the satisfaction of the Agent.

All motors and control apparatus are to be provided with approved brass name plates containing, at least, the following information: Motor No., H.P., R.P.M., Volts, Amps., Type of Winding, Feeder No., Station No., and location of control apparatus or motor when same is not in view of motor or control apparatus.

#### Par. 2—Ventilation Equipment.

As the various ventilation systems are to be retained and reconditioned, the contractor shall repair or replace all electrical equipment attached thereto, so that each system will be in a first-class and satisfactory operating condition.

Ventilation motors numbers 92, 107, 198, 121 and 163 and the control equipment attached thereto shall be replaced with new motors,

starters and field rheostats. Ventilation motors numbers 31, 32 and 218 are to be equipped with new starters and field rheostats.

Ventilation motors No. 150 and No. 151 shall have the existing hand starters and field rheostats removed and replaced with an automatic adjustable speed remote control starter (C.-H. Bulletin No. 12372 or equal). The fans shall be controlled from the engine room and at the motors. These motors shall be fed from the power panel in the interior communication central station, and it will probably be necessary to locate the starting panels in this room.

If, in the opinion of the contractor, it will be cheaper to replace any of the existing motors, starters or field rheostats, rather than to repair and place same in a first-class condition, the Agent will agree to such replacement with apparatus meeting Agent's approval.

All new motors are to be of the adjustable speed type and where exposed to moisture are to be watertight.

All new starters and field rheostats are to be mounted as one unit. The starters are to have a non-voltage release. The field rheostats are to be designed so that it is impossible to start the motor on weak field and run it at a speed which will require more than rated current.

All new starter-field rheostat units which are not installed in a locked electric substation are to be encased in a sheet steel box containing a Navy standard lock.

Each ventilation motor is to be equipped with a brass engraved name plate containing a list of the compartments to which or from which the fan supplies or exhausts air. This name plate is in addition to the one called for in section 2, paragraph 1, and the data to be contained thereon will be supplied by the Agent.

The contractor shall provide and install all the control equipment, distribution panels, wiring, etc., required for a satisfactory operation of the following new ventilation fans:—

The two 500 cu. ft. per minute capacity fans and two 1500 cu. ft. per minute capacity fans specified in Title X.

The storage battery room exhaust fans specified in Title X, Paragraph 1.

The eight 5,000 cu. ft. per minute capacity 2 inch static pressure fans, the two 60,000 cu. ft. per minute capacity 2 inch static pressure fans, and the sixteen 24 inch propeller fans specified in Title II, Part 2, Section 16.

The two 60,000 cu. ft. per minute fans shall be equipped with an automatic remote control starter, it being possible to start or stop the fans from the engine room or at the motor. This control or starting equipment shall be similar to that provided for existing fan motors

No. 150 and No. 151, and will probably be located in the interior communication central station.

In the event that it is found necessary to install any new ventilation systems the contractor shall provide and install all the electrical equipment required for a satisfactory operation of the same.

The notes in the "Remarks" column of the following list are in addition to the general statements in section 2, paragraph 1. Where "Rewire" is noted in the "Remarks" column, new wiring is to be installed from the starter to the motor.

### LIST OF EXISTING VENTILATION SYSTEMS

H.H. = Hand Hole.

No.	Amps.	R.P.M.	H.P.	Location of Motor	Location of Controller	Remarks
19	36	1200	4.5	After provision room	At motor	Install a sheet of metal in back of the two resistance columns. Drain and renew oil in starter.
20	15.75	1050	1.75	After provision room	At motor	Undercut commutator. Drain and renew oil in starter.
21	11	1400	1.25	After provision room	At motor	Drain and renew oil in starter.
22	18.8	990	2.25	After provision room	At motor	Drain and renew oil in starter.
23	24	1070	3.0	After provision room	At motor	Rewire. Install a sheet of metal in back of the three resistance columns. Drain and renew oil in starter.
24	7	1500	0.75	After provision room	At motor	Undercut commutator. Drain and renew oil in starter.
31	74	690	9.25	H dk. frame 178	Station 25	New starter and field rheostat required.
32	82	920	10.2	H dk. frame 178	Station 25	New starter and field rheostat required.
39	35	850	4.3	G dk stbd. passage frames 91-92	At motor	3 H.H. covers missing. Rewire.
41	59	750	7.0	G dk. storeroom frames 135-6	Station 33	3 H.H. covers missing.
42	59	750	7.0	G dk. port side frame 157-8	Station 33	3 H.H. covers missing.
45	35	850	4.3	G dk. stbd. side frames 196-7	Station 33	2 H.H. covers missing.

No.	Amps.	R.P.M.	H.P.	Location of Motor	Location of Controller	Remarks
46	59	750	7.0	G. dk. vent. machine r.m. frames 201-2	Station 33	2 H.H. covers missing. Recess bulkhead.
47	35	850	4.3	G dk. fan rm. frame 219	Station 35	1 H.H. cover missing.
66	39	1130	4.75	F dk. frame 237-9	Station 35	Rewire. 2 H.H. covers missing. Starter in poor condition.
69	74	690	9.25	E dk. aft of rudder house	F dk. frame D stbd.	Install hinged, watertight covers on ventilation openings of motor. Starter and field rheostat are in very poor condition.
	82	920	10.2			Starter handle broken. Relocate field rheostat.
75	35	850	4.3	E dk. port side frame 55	Station 47	Starter in poor condition.
	39	1130	4.75			Starter in poor condition.
76	100	610	12.6	E dk. port side frames 61-2	Station 49	Rewire from switchboard.
77	74	690	9.25	E dk. stbd. side frames 65-6	Station 49	1 H.H. cover stud broken. Starter and field rheostat are to be enclosed in a sheet iron locked box.
80	82	920	10.2	E dk. interior communication room	At motor	Starter and field rheostat are to be enclosed in a sheet iron locked box.
	33.5	1070	4.0			Starter and field rheostat are to be enclosed in a sheet iron locked box.
81	80	600	10.0	E dk. port side frame 244	At motor	Starter and field rheostat are to be enclosed in a sheet iron locked box.
		910				Starter and field rheostat are to be enclosed in a sheet iron locked box.
82	80	600	10	E dk. stbd. side frame 244	At motor	Rewire. 2 brush holders missing. New pin required for starter and starter to be fastened to bulkhead
		910				Rewire.
83	80	600	10	E dk. port side frame 260	At motor	
		910				
84	80	600	10	E dk. stbd. side frame 260	At motor	
		910				
86	222	430	28	D dk. aft stbd. frames 34-5	Station 47	
	246	570	31			
91	100	610	12.6	D dk. port side fwd. No. 3 hatch	Station 35	
	110	810	13.9			

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No.	Amps.	R.P.M.	H.P.	Location of Motor	Location of Controller	Remarks
92	35	850	4.3	D dk. fwd. stbd. side No. 3	Station 35	New motor, starter and field rheostat required.
	39	1130	4.75	hatch		
93	74	690	9.25	D dk. stbd. side fwd.	Station 35	Rewire. Oil well pipe cap missing. New brush holders.
	82	920	10.2			
94	59	750	7.0	D dk. stbd. side fwd.	Station 35	Rewire.
	65	1000	7.7			
95	35	850	4.3	D dk. port side fwd.	Station 35	Rewire.
	39	1130	4.75			
96	74	690	9.25	E dk. stbd. side frame 258	Station 55	Rewire.
	82	920	10.2			
98	80	600	10	D dk. port side fwd.	At motor	2 oil well covers missing. Oil well broken. Fasten rheostat to bulkhead.
		910				Rewire.
99	80	600	10	D dk. stbd. side fwd.	At motor	
		910				
103	59	750	7.0	C dk. aft in open	F dk. frame No. 7	Rewire. Starter cover missing. Starter and field rheostat are to be enclosed in a sheet iron locked box.
	65	1000	7.7			
104	35	850	4.3	C dk. aft in open	D dk. ladies' saloon	Rewire. Install new brush holders.
	39	1130	4.75			
105	74	690	9.25	C dk. aft in open	Station 47	Rewire.
	82	920	10.2			
107	35	850	4.3	C dk. aft in open stbd.	D dk. bar	Rewire. New motor starter and field rheostat required.
	39	1130	4.75			
108	35	850	4.3	C dk. port side aft	D dk. bar	Rewire. New motor starter and field rheostat required.
	39	1130	4.75			
109	59	750	7.0	D dk. port side aft	Station 49	1 oil well cover broken. Install new set of brush holders.
	65	1000	7.7			
110	59	750	7.0	C dk. stbd. side aft	Station 49	Rewire. Connection box cover broken. 1 H.H. cover broken.
	65	1000	7.7			
112	100	610	12.6	C dk. port side aft	Station 49	Rewire. Replace base bolts, install new set of brush holders. Field rheostat cover missing.
	110	810	13.9			
113	74	690	9.25	C dk. stbd. side aft	Station 49	Rewire. Missing locking screw in rocker arm.
	82	920	10.2			
114	222	430	28	C dk. stbd. side aft	Dynamo rm.	Rewire. 1 H.H. cover broken. 1 oil well cover broken.
	246	570	31			

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No.	Amps.	R.P.M.	H.P.	Location of Motor	Location of Controller	Remarks
121	59	750	7.0	C dk. fwd.	Station 55	Rewire. New motor starter and field rheostat required.
	65	1000	7.7			
122	74	690	9.25	C dk. port side fwd.	Station 55	Rewire. Broken H. H. cover.
	82	920	10.2			
123	35	850	4.3	C dk. stbd. side fwd.	Station 55	Rewire.
	39	1130	4.75			
124	100	610	12.6	C dk. fwd.	Station 55	Rewire.
	110	810	13.9			
146	35	850	4.3	A dk. port side aft	Station 75	Rewire. Oil well pipe and cap missing.
	39	1130	4.75			
147	100	610	12.6	Bridge dk. aft	Station 75	Rewire.
	110	810	13.9			
148	100	610	12.6	Bridge dk. stbd. aft	Station 75	Rewire.
	110	810	13.9			
150	222	430	28	A dk. port side aft	Main engine room	Rewire, undercut commutator. Replace starter and field rheostat with automatic remote control starter.
	246	570	31			
151	222	430	28	A dk. stbd. side aft	Main engine room	Rewire. Replace starter and field rheostat with automatic remote control starter.
	246	570	31			
152	59	750	7.0	A dk. aft center line	Station 75	Rewire.
	65	1000	7.7			
153	35	850	4.3	A dk. aft	B dk. galley	Rewire. 1 H.H. cover missing. Broken connection box cover. Install new set of brush holders.
	39	1130	4.75			
153A	35	850	4.3	Bridge dk. stbd. side	Station 69	Rewire.
	39	1130	4.75			
159	59	750	7.0	Bridge dk. stbd. side aft	Station 75	Rewire.
	65	1000	7.7			
160	100	610	12.6	Bridge dk. port side	Station 75	Rewire.
	110	810	13.9			
161	100	610	12.6	Bridge dk. stbd. side	Station 75	Rewire.
	110	810	13.9			
162	35	850	4.3	Bridge dk. port side	Station 75	Rewire.
	39	1130	4.75			
163	35	850	4.3	Bridge dk. stbd. side	Station 75	New motor starter and field rheostat required.
	39	1130	4.75			
164	74	690	9.25	Bridge dk. port side	Station 40	Rewire.
	82	920	10.2			
165	74	690	9.25	Bridge dk. stbd. side	Station 40	Rewire.
	82	920	10.2			



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No.	Amps.	R.P.M.	H.P.	Location of Motor	Location of Controller	Remarks
166	74 82	690 920	9.25 10.2	Bridge dk. port side	Station 31	Rewire. Install new insulating bushings in motor.
167	74 82	690 920	9.25 10.2	Bridge dk. stbd. side	Station 31	Rewire.
168	59 65	750 1000	7.0 7.7	Bridge dk. port side	Station 75	Rewire. Grind out grooves in H.H. gasket rim.
169	59 65	750 1000	7.0 7.7	Bridge dk. stbd. side	Station 75	Rewire.
170	35 39	850 1130	4.3 4.75	Bridge dk. stbd. side	Station 71	Rewire.
171	59 65	750 1000	7.0 7.7	Bridge dk. port side	Station 72	Rewire. Clip in poor condition. Fasten starter to bulkhead.
172	35 39	850 1130	4.3 4.75	A dk. stbd. side top of dk. house	Station 75	Rewire. 1 H.H. cover broken. Tighten pin in starter handle.
173	100 110	610 810	12.6 13.9	Bridge dk. center line	Station 75	Rewire.
174	35 39	850 1130	4.3 4.75	A dk. stbd. side top of dk. house	Station 71	Rewire.
176	59 65	750 1000	7.0 7.7	A dk. port side top of dk. house	Station 75	Rewire.
177	59 65	750 1000	7.0 7.7	A dk. port side top of dk. house	Station 75	Rewire.
178	59 65	750 1000	7.0 7.7	A dk. port side top of dk. house	Station 75	Rewire.
179	100 110	610 810	12.6 13.9	A dk. port side top of dk. house	Station 40	Rewire.
180	100 110	610 810	12.6 13.9	A dk. stbd. side top of dk. house	Station 40	Rewire.
181	59 65	750 1000	7.0 7.7	A dk. port side top of dk. house	Station 75	Rewire.
182	59 65	750 1000	7.0 7.7	A dk. stbd. side top of dk. house	Station 75	Rewire.
183	74 82	690 920	9.25 10.2	A dk. port side top of dk. house	Station 40	Rewire.
184	74 82	690 920	9.25 10.2	A dk. stbd. side top of dk. house	Station 40	Rewire.

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No.	Amps.	R.P.M.	H.P.	Location of Motor	Location of Controller	Remarks
185	59 65	750 1000	7.0 7.7	A dk. stbd. side top of dk. house	Station 72	Rewire.
186	100 110	610 810	12.6 13.9	A dk. stbd. side top of dk. house	Station 72	Rewire.
187	35 39	850 1130	4.3 4.75	A dk. stbd. side top of dk. house	Station 40	Rewire.
188	35 39	850 1130	4.3 4.75	A dk. stbd. side top of dk. house	Station 40	Rewire.
189	59 65	750 1000	7.0 7.7	A dk. fwd. elevator machine room	Station 72	Rewire. Open circuit in field rheostat, 3 H.H. covers missing.
190	74 82	690 920	9.25 10.2	Bridge port side	A dk. bar	Rewire.
191	59 65	750 1000	7.0 7.7	Bridgestbd. side	A dk. bar	Rewire
192	74 82	690 920	9.25 10.2	Bridgestbd. side	Station 76	Rewire
193	59 65	750 1000	7.0 7.7	A dk. port side	Station 72	Rewire. Cut hole in stiffener at fwd. bearing so that speed can be taken.
194	59 65	750 1000	7.0 7.7	A dk. stbd. side	Station 72	Rewire. Cut hole in stiffener at fwd. bearing so that speed can be taken.
195	74 82	690 920	9.25 10.2	A dk. port side	Station 76	Rewire, starter cover missing.
196	74 82	690 920	9.25 10.2	A dk. stbd. side	Station 76	Rewire.
197	35 39	850 1130	4.3 4.75	A dk. port side	Station 76	Rewire.
198	35 39	850 1130	4.3 4.75	A dk. stbd. side	Station 76	Rewire. Clip bolt in H.H. cover missing.
199	100 110	610 810	12.6 13.9	A dk. port side	Station 76	Rewire. 1 H.H. cover broken. 1 oil well cover broken.
200	100 110	610 810	12.6 13.9	A dk. stbd. side	Station 76	Rewire. 1 H.H. cover broken.
201	35 39	850 1130	4.3 4.75	A dk. port side	Station 76	Rewire.
202	35 39	850 1130	4.3 4.75	A dk. stbd. side	Station 76	Rewire. Connection block broken. Connection box holding down bolts missing.
203	35 39	850 1130	4.3 4.75	Bridge deck stbd. side	Station 77	Rewire.

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No.	Amps.	R.P.M.	H.P.	Location of Motor	Location of Controller	Remarks
204	35	850	4.3	Bridge deck	Station 77	Rewire.
39	1130	4.75	port side			
205	35	850	4.3	Bridge deck	Station 77	Rewire. 1 clip missing, others are in bad shape.
39	1130	4.75	stbd. side			Rewire. Motor in bad condition.
206	35	850	4.3	Bridge deck	Station 77	Rewire. 1 H.H. cover missing.
39	1130	4.75	port side			Rewire.
207	35	850	4.3	Bridge deck	Station 77	Rewire.
39	1130	4.75	port side			
208	35	850	4.3	Bridge deck	Station 77	Rewire.
39	1130	4.75	port side			
209	59	750	7.0	Bridge amid-ships	1st class bar	Rewire.
65	1000	7.7				
210	35	850	4.3	Bridge stbd. side	Station 77	Rewire. Fasten field rheostat to bulkhead.
39	1130	4.75				Rewire. One clip and spring missing.
211	59	750	7.0	Bridge, port side	Station 77	Rewire. Repair clips.
65	1000	7.7				
212	59	750	7.0	Bridge stbd. side	Station 77	Rewire.
65	1000	7.7				
213	74	690	9.25	Bridge, port side	Station 77	Rewire.
82	920	10.2				
214	74	690	9.25	Bridge stbd. side	Station 77	Rewire.
82	920	10.2				
218	38	640	4.7	After side of No. 3 funnel	F deck galley	Rewire. 2 H.H. covers missing. Wires in motor are oil soaked. Replace brush holders. Add straps on arm. and field wires. New starter and field rheostat required.
		760				

### Par. 3—Ozone System

The ozone apparatus is located in the Ozone room on "G" deck between frames 81 and 85. It is used for ozonizing the air supplied by the ventilation fans to the 1st. Class Smoking room, 1st. and 2nd. class toilets and baths, provisions rooms, swimming pool and a few other compartments.

The plant consists of the following electrical equipment:

- One (1) switchboard complete with the necessary meters, starters, field rheostats and switches.
- One (1) motor generator, motor rated at 110 volts D.C., 26 amperes, 1500 R.P.M., 3 H.P., generator rated at 120 volts A.C., 25 amperes, 150 cycles.
- One (1) motor driven compressor, motor rated at 110 volts D.C., 6.5 amperes, 450 R.P.M., ½ H.P.

Two (2) motor driven compressors, motor rated at 110 volts D.C., 42 amperes, 400 R.P.M., 5 H.P.

Six (6) transformers for stepping up the A.C. voltage from 110 to 8000.

Six (6) ozone generators.

Each ozone generator consists of three parallel glass tubes mounted in a cast iron cylinder between two air chambers, the space between the air chambers and surrounding the glass tubes is used as a water chamber. A metal cylinder is inserted inside each glass tube and serves as one electrode for the high tension current, the water, which surrounds the glass tube, is used for the other electrode and for cooling the tube. Air is forced through the glass tube around the high tension electrode by the compressors.

As this system is to be retained, the contractor shall overhaul and repair the equipment so that it will be in a first-class and satisfactory operating condition. The system is apparently in a fairly good condition.

All broken glass tubes, corroded electrodes, clips, and tube gaskets are to be replaced.

The transformers and ozone generators are to be thoroughly cleaned.

An instruction chart enclosed in a glass frame shall be provided.

### Par. 4—Electric Bracket Fans

Approximately 855 wall bracket fans of the marine style, General Electric Company or equal, shall be provided and installed in accordance with the ensuing schedule.

Each fan is to be equipped with a special radial baked enamel guard, the color of fan and guard shall be approved by the Agent, a short length of silk cord which will harmonize with the surroundings and a standard, Hubbel or equal, metal capped attachment plug which shall be finished the same as the receptacle plate with which it is to be used.

A receptacle shall be provided at each fan, the flush type to be used in the first-class staterooms, suites, offices and public rooms.

The fan in each first-class stateroom, and suite shall be controlled from a local flush type switch located in a convenient position.

The receptacle plates for the first-class public rooms and the receptacle and switch plates for the first-class staterooms and suites are specified under group 5, section 3.

The circuits for fans shall be independent of all lighting circuits and shall be wired with Navy standard steel armored cable. There shall not be more than 16 fans to the circuit.

The stationary heating distribution panels which are not used for any other purpose may be used for the fan circuits. These panels shall have the existing type snap switches replaced with American standard double pole non-corrodible snap switches in addition to the replacement of the existing type fuses.

### SCHEDULE OF BRACKET FANS

O = Oscillating

N.O. = Non-oscillating

Deck	Location	No.	Type	Size
	All first class staterooms and suites...	452	N.O.	9"
	All second class staterooms.....	150	N.O.	9"
Bridge	Commander's office .....	1	O	12"
Bridge	Commander's stateroom .....	1	N.O.	9"
Bridge	First Officer, port, frames 217-221....	1	N.O.	9"
Bridge	First Officer, port, frames 213-217....	1	N.O.	9"
Bridge	First Officer, port, frames 211-213....	1	N.O.	9"
Bridge	Chart room .....	1	O	12"
Bridge	Officers' Smoke room .....	1	O	12"
Bridge	2d Officer's room, stbd., frames 204-209	1	N.O.	9"
Bridge	1st Officer's room, port, frames 210-213	1	N.O.	9"
Bridge	Chief Officer's room.....	1	N.O.	9"
Bridge	Captain's stateroom .....	1	N.O.	9"
Bridge	Captain's library .....	1	O	12"
Bridge	Captain's salon .....	1	O	12"
A	First class smoking room.....	13	O	12"
A	Engineers' smoking room.....	1	O	12"
A	Chef's room .....	1	N.O.	9"
A	Controller's room .....	1	N.O.	9"
A	Manager's room .....	1	N.O.	9"
A	Deck Officers' mess.....	1	O	12"
B	Library. ....	8	O	12"
B	Card room .....	4	O	12"
D	Doctor's room .....	1	N.O.	9"
D	Doctor's office .....	1	O	12"
D	Stewardess' room, port Fr. 212-215...	1	N.O.	9"
D	Passenger dept. office.....	1	O	12"
D	Stewardess' room, port Fr. 96-99.....	1	N.O.	9"
D	2nd Class smoking room.....	8	O	12"
D	2nd Class social hall.....	8	O	12"
E	Hospital, port .....	2	O	12"
E	Hospital, stbd. ....	3	O	12"
E	Stewardess' room Fr. 229-231.....	1	N.O.	9"
E	Stewardess' room, port Fr. 205-208...	1	N.O.	9"

Deck	Location	No.	Type	Size
E	Purser's office .....	1	O	12"
E	Purser's room .....	1	N.O.	9"
E	Baggage office .....	1	O	12"
E	Chief Steward's office.....	1	O	12"
E	Telephone Central .....	1	O	12"
E	Stewardess' rm. Fr. 146-148 A.....	1	N.O.	9"
E	Chief Steward's room.....	1	N.O.	9"
E	Asst. Chief Steward's room.....	1	N.O.	9"
E	Postal Clerks' room.....	1	N.O.	9"
E	Postal Clerks' room.....	1	N.O.	9"
E	Servants' Dining Saloon.....	2	O	12"
E	Chief Engineer's office.....	1	O	12"
E	Chief Engineer's room.....	1	N.O.	9"
E	Engineer's Log Office.....	1	O	12"
E	First Engineer's room.....	1	N.O.	9"
E	First Engineer's room.....	1	N.O.	9"
E	First Engineer's room.....	1	N.O.	9"
E	Purser's Writers, port.....	1	N.O.	9"
E	Chief Steward's rm. 2nd class.....	1	N.O.	9"
E	Stewardesses, stbd., frame 74-76.....	1	N.O.	9"
E	2nd class barber shop .....	1	O	12"
E	2nd Class Purser's office.....	1	O	12"
E	Purser's Writers, stbd. ....	1	N.O.	9"
E	2nd class Asst. Chief Steward.....	1	N.O.	9"
E	Purser .....	1	N.O.	9"
E	Baggage masters .....	1	N.O.	9"
E	Cashier's, Stenographer's and tele- phone operator's room .....	1	N.O.	9"
E	2nd class Doctor's room.....	1	N.O.	9"
E	2nd class Dispensary .....	1	O	12"
E	3rd class dining saloon.....	12	O	12"
F	Hospital, starboard side .....	3	O	12"
F	Operating room .....	1	O	12"
F	Dispensary .....	1	O	12"
F	Stewardesses' room, starboard, frames 228-230 .....	1	N.O.	9"
F	1st class barber shop.....	1	O	12"
F	Ladies' Hairdresser .....	1	O	12"
F	2nd Steward's room.....	1	N.O.	9"
F	Children's Dining saloon, port.....	2	O	12"
F	Children's Dining saloon, stbd.....	2	O	12"
F	1st class dining saloon.....	26	O	12"
F	Chief Cook's room.....	1	N.O.	9"

Deck	Location	No.	Type	Size
F	2nd Class dining saloon.....	16	O	12"
F	3rd Class Chief steward's room.....	1	N.O.	9"
F	3rd class barber shop.....	1	O	12"
G	Engineers' mess .....	2	O	12"
G	1st Asst. Engineer's room.....	1	N.O.	9"
G	1st Asst. Engineer's room.....	1	N.O.	9"
G	1st Asst. Engineer's room.....	1	N.O.	9"
	To be located where directed.....	63	N.O.	9"
	To be located where directed.....	14	O	12"

**Par. 5—Electric Air and Water Heaters**

All the existing first class staterooms, first class baths, officers' baths on the Bridge deck were originally equipped with an electric heater, thermostat, relay and the necessary wiring. All of this equipment including the wiring from the distribution panels to the heaters, thermostats and relays shall be removed.

The electric heaters of the fire place type in the various suites shall be replaced with a new artistic imitation electric fire place, similar or equal to the Magicoal Electric Fires, manufactured by J. & C. Fischer, New York City.

These imitation fireplaces shall be wired with Navy standard steel armored cable, and shall be supplied from the lighting distribution panels.

The imitation fire places shall be installed in the following rooms:

- One (1) in Captain's quarters, Bridge deck.
- One (1) in room No. 150 "C" deck.
- One (1) in room No. 152 "C" deck.
- Two (2) in room No. 152A "C" deck.
- One (1) in room No. 153 "C" deck.
- Two (2) in room No. 153A "C" deck.
- One (1) in room No. 154 "C" deck.
- One (1) in room No. 155 "C" deck.
- One (1) in room No. 160 "C" deck.
- One (1) in room No. 162 "C" deck.
- Two (2) in room No. 163 "C" deck.
- Two (2) in room No. 262 "D" deck.
- Two (2) in room No. 263 "D" deck.
- One (1) in room No. 264 "D" deck.
- One (1) in room No. 266 "D" deck.
- Two (2) in room No. 267 "D" deck.
- One (1) in room No. 272 "D" deck.
- One (1) in room No. 274 "D" deck.
- Two (2) in room No. 275 "D" deck.

Deck	Location	No.	Type	Size
	Two (2) in room No. 338 "D" deck.			
	Two (2) in room No. 339 "D" deck.			
		<b>TOTAL</b>	30	Heaters.

Electric water heaters are now installed in approximately 30 rooms on "C" deck and 2 on "B" deck. As new hot water service lines are to be installed these heaters and local wiring shall be removed.

**Par. 6—Electric Plate Warmers**

Forty-four electric plate warmers of an approved type (1 Element, 2 Heat, approximately 1000-500 watts capacity) shall be provided and "built in" the serving tables in the First Class Dining Saloon and Restaurant; one for each table in the First Class Dining Saloon and two for each table in the First Class Restaurant.

Each plate warmer is to be "plugged in" to a receptacle installed in the baseboard near the table. The cord from the plate warmer to the receptacle shall be as short and run in as inconspicuous a place as possible. The receptacles are to be of the flush type, the receptacle plates are specified under Group 5, Section 3. These receptacles are to be wired with Navy standard steel armored cable. They are to be fed from one of the heating distribution panels, the switches and fuses of which shall be replaced with American standard double pole non-corrodible snap switches and N.E.C. cartridge fuses.

**Par. 7—Gymnasium Apparatus**

The contractor shall provide and install all the equipment, wiring, etc., required for a satisfactory operation of the electric driven gymnasium equipment specified under Title III, Group 3, Section 2, Paragraphs 13 and 23.

The following apparatus will probably be electrically operated:

**First Class Gymnasium**

- 1 Mechanical Horse
- 1 Trunk Shaker
- 1 Vibratory Chair

**Second Class Gymnasium**

- 1 Mechanical Horse
- 1 Trunk Shaker
- 1 Vibratory Chair

**Par. 8—Electric Bath Equipment**

The contractor shall provide and install all the wiring and electrical equipment required for a satisfactory operation of the two new electric bath cabinets specified in Title VII, Section 3, Paragraph 12. These will be located in the Light Bath and Water Treatment room. The existing panel and wiring shall be removed and a new feeder installed from electric sub-station No. 25 to each cabinet.

**Par. 9—Equipment for Galley and Pantry Spaces****A General**

All the existing electrical equipment, including wiring from the distribution panel to the various appliances shall be removed. The contractor shall provide and install all the electrical equipment (starters, switches, junction boxes, distribution panels, wiring, etc.) required for the operation of the Galley and Pantry equipment specified in Title IV, Section 2, "Galleys and Pantries."

**B Restaurant, Galley and Pantry Spaces**

The present installation provides a distribution panel in electric sub-station No. 71 for supplying current to the Restaurant Galley and Pantry. This distribution panel and feeder shall not be used for the new equipment. A new feeder and a two-wire distribution panel shall be installed in or near electric sub-station No. 74, the feeder shall be run direct to the main switchboard.

**C First and Second Class Galley and Pantry Spaces**

The present installation provides three (3) distribution panels in electric sub-station No. 38 for supplying current to the First and Second Class Galley equipment. These panels shall be removed and replaced with a new two-wire panel. The present feeders may be used provided they are in a good condition, and are of a sufficient size.

**D Third and Fourth Class Galley and Pantry Spaces, Crew's Galley and Pantry Spaces**

For each of the above spaces two-wire feed lines shall be run from the nearest power distribution panel to the various appliances. In case the existing power panels and feeders are in a damaged condition or are not of a sufficient size to provide for the new equipment the contractor shall provide and install additional distribution panels and feeders.

**Par. 10—Printing Press Motors**

The vessel is now equipped with three (3) printing presses and one linotype machine. These machines are to be retained and the motors shall therefore be placed in a first-class and satisfactory operating condition.

The local wiring, switch panel and feeder from electric sub-station No. 75 shall be removed. Two new twin conductor feeders (ground connection to be made in sub-station) shall be installed from electric sub-station No. 75, one shall supply current to motor No. 243 and the other feeder shall supply current to motors No. 215, No. 216 and No. 244 and to the linotype heater, the current being distributed to these by means of branch boxes, the same size wire to be used for all circuits. New wiring to the machines shall not be run on top of the deck covering.

No.	Amps.	R.P.M.	H.P.	Location of Motor	Duty	Remarks
215	6.4	1300	0.75	A dk. printing shop	Printing machine	Install sheet metal behind starter.
216	6.4	1300	0.75	A dk. printing shop	Printing machine	Install sheet metal behind starter.
243	24	1060	2.9	A dk. printing shop	Printing machine	Three hand hole covers missing, also cover over starter and field rheostat. Drain and renew oil in starter. Install pan between motor and starter and fasten wires to same.
244	.75	1130	.333	A dk. printing shop	Linotype machine	Patch hole in top and bottom of control box.

**Par. 11—Boat Winch Motors**

As the present life boat gear is to be retained, the ten boat winch motors which are in a very poor and rusty condition are to be placed in a first-class operating condition.

Each motor is gear connected to a long shaft which operates the lifting gear to several boats. The motor starter is located in the motor base. Each motor is connected to a single pole double throw switch on the present emergency switchboard.

All wiring from the present emergency switchboard to the boat winch motors is to be removed, and replaced with Navy standard lead and armored cable which shall be run direct from the new emergency switchboard to each motor.

All motor commutators shall be turned down and undercut. All brush holders shall be replaced.

Remove all rust, paint the interior of the watertight starter compartments and install new gaskets and hinge pins on the watertight doors.

The contractor shall provide and install all wiring, etc., required for the four new 30 H.P. boat winch motors specified under Title XII, Group 2. These new motors are to be connected to the new emergency switchboard in the same manner as the retained motors.

No.	Amps.	R.P.M.	H.P.	Location of Motor	Location of Controller	Remarks
115	162	900	20	C dk. stbd. side	Under motor	Rewire.



No.	Amps.	R.P.M.	H.P.	Location of Motor	Location of Controller	Remarks
116	162	900	20	C dk. stbd. side	Under motor	Rewire. Replace 1 hinge on starter compartment door.
117	162	900	20	C dk. stbd. side	Under motor	Rewire. 1 hand hole cover broken.
118	162	900	20	C dk. port side	Under motor	Rewire. 1 hinge broken on starting box compartment door.
119	162	900	20	C dk. port side	Under motor	Rewire.
120	162	900	20	C dk. port side	Under motor	Rewire.
141	162	900	20	A dk. stbd. side	Under motor	Rewire. 1 hand hole cover broken.
142	162	900	20	A dk. stbd. side	Under motor	Rewire.
144	162	900	20	A dk. port side	Under motor	Rewire. 1 hand hole cover broken.
145	162	900	20	A dk. port side	Under motor	Rewire.

#### Par. 12—Electric Deck Winches

An electric winch which is used for handling baggage is located on "C" deck just forward of No. 3 hatch. This winch is operated by motor No. 97 rated at 12.6 H.P., 1200 R.P.M. The controller shall be enclosed in a watertight compartment or replaced with a new watertight controller. The motor has several broken or missing parts and the wiring between motor, controller and brake shall be replaced. The deck protection pipe shall be packed with red lead to make it watertight.

The contractor shall provide and install all the wiring, switches, etc., required for the operation of the new one and one-half ton (1½ T.) deck winch specified under Title II, Part 3, Section 19.

#### Par. 13—Motor Driven Pumps and Compressors

All the existing pumps and compressors are to be retained; the motors and electrical equipment connected thereto shall, therefore, be overhauled and placed in a first-class and satisfactory operating condition.

All the motor driven pumps and compressors that are now located in the forward refrigeration machinery room are to be moved to the starboard machine shop. These motors and control equipment are in a very poor and rusty condition. The distribution panel located in this room, the feeder to it from the main switchboard and the local wiring are to be eliminated.

A new distribution panel is to be installed near the relocated refrigeration machinery; this panel to distribute the current to the relocated refrigeration machinery, the existing electric driven refrigeration machinery and the electric motors that are retained in the starboard machine shop.

The contractor shall provide and install all the equipment, wiring, etc., required for a satisfactory operation of the new foamite fire pump specified in Title II, Part 2, Section 11.

This motor shall be fed direct from the emergency switchboard and be equipped with a special designed remote controller to operate the motor in accordance with the method specified in Title II, Part 2, Section 11.

The contractor shall provide and install all the wiring and electric equipment required for a satisfactory operation of the six centrifugal circulating pumps (approximately 4 H.P. each) specified in Title VII, Section 7, Paragraph 6. These pumps will be located in the 'tween deck bunker spaces.

No.	Amps.	R.P.M.	H.P.	Location of Motor	Duty	Remarks
1	9.7	1900	1.1	Bulkhead 86, fwd. end of dynamo room	Circulating water pump for oil cooling	Rewire. Starter cover missing. Replace pilot lamp by a standard watertight guarded fixture. Motor in poor shape.
10	38	950 1090	4.5	After ice machine room	Circulates sea water in condenser	1 hand hole cover broken. Place N. W. T. starter and fixed resistance in a W.T. box.
11	38	950 1090	4.5	After ice machine room	Circulates sea water in condenser	1 hand hole cover broken. Oil pipe damaged. Place N. W. T. starter and fixed resistance in a W.T. box.
12		400	35.0	Fwd. ice machine room	Air compressor	Oil well cover broken. New handle required on starter.
13		1770 2650	6.0	Fwd. ice machine room	Brine pump	One hand hole cover missing.
14		1770 2650	6.0	Fwd. ice machine room	Brine pump	One hand hole cover missing.

No.	Amps.	R.P.M.	H.P.	Location of Motor	Duty	Remarks
15	1000	3.0		Fwd. ice machine room	Water pump	
	1500					
16	1000	3.0		Fwd. ice machine room	Water pump	
	1500					
17	400	35.0		Fwd. ice machine room	Air compressor	New handle required on starter.
29	37	1350	4.5	Laundry	Water pump	One hand hole cover missing.
30	0.6	1100	0.65	Laundry	Water pump	Brush rigging rusty.
74		590	0.9	E dk. scullery	Water pump	No starter. A new motor is required.
126	9.7	1900	1.1	B dk. bulkhead No. 204	Water pump	Renew oil in starter. Replace cover over motor.
128	0.6	1300	0.75	A dk. galley	Water pump	Rewire. Starter in bad condition.
225	2.4	2000	0.25	Steering engine room	Oil pump	Rewire. Install new starter and resistance. Clear trouble on armature.
226	2.4	2000	0.25	Steering engine room	Oil pump	Rewire. Replace present starter and have stationery resistance self contained in starter.
241	1400	0.25		Fwd. gyro room	Portable vacuum pump	Remove.

**Par.14—Motor Driven Tools****A. Starboard Machine Shop**

The starboard machine shop contains motors number 25 and 227. Motor number 25 is rated at 110 volts, D.C., 98.5 amperes, 1080 R.P.M., 12.9 H.P., and is used for driving a line shaft. Motor number 227 is rated at 110 volts D.C., 1050 R.P.M., ½ H.P., and is direct connected to a double end grinder. These motors are to be completely reconditioned.

Motor number 25 is fed from sub-station number 24 and number 227 from a lighting circuit. All wiring to each of these motors is to be removed, and new permanent wiring installed from the new distribution panel which will be provided for the refrigeration machinery.

**B. Port Machine Shop**

All the machines in the port machine shop are driven by individual motors. All the motors are in a very good condition and require no attention by the contractor.

The wiring for all these motors is only temporary. The contractor shall, therefore, provide a new distribution panel in this room and install new permanent wiring between the main switchboard, distribution panel, starters, controllers and motors. As the machine shop will be in use at all times by the Agent, the contractor shall not interrupt the service to these machines.

The Agent will move the lathe that is now located in the starboard machine shop to the port machine shop and provide a motor and controller for driving the same. The contractor shall provide and install all the wiring required for the operation of the motor.

**LIST OF EXISTING MOTORS**

No.	Amps.	H.P.	Duty	Remarks
266	24.	3.0	18" Lathe	Rewire permanently
267	24.	3.0	Radial Drill	Rewire permanently
268	38.	5.0	Shaper	Rewire permanently
269	4.	0.5	Machine Saw	Rewire permanently
270	40.	5.0	Grinder	Rewire permanently
271	112.	15.	33" Lathe	Rewire permanently

**C. Crew Passageway "F" Deck, Frame No. 285**

The motor driven double end grinder which is located in this passageway is to be removed.

**D. Blacksmith Shop "K" Deck Starboard Frames 219-224**

The contractor shall provide and install all the electric wiring and equipment required for the operation of the Blacksmith Shop machinery.

The proposed electric driven machinery consists of two (2) forges and two (2) emery wheels.

**E. Carpenter Shop**

The present carpenter shop is located on "F" deck between frames 285 and 297 and contains a portable motor fitted as a wood turning machine and motor number 240 belted to a grind stone. These motors are to be overhauled and reinstalled in the new carpenter shop.

The new carpenter shop is to be located on "E" deck, port, between frames 282 and 287. The contractor shall provide and install all the electrical wiring and equipment required for the operation of

the following new machine tools: 1 grind stone, 2 emery wheels, 1 wood turning lathe.

#### F. Plumber's Shop

The contractor shall provide and install all the wiring and electric equipment required for a satisfactory operation of the plumber's shop machine tools. The following machine tools will probably be motor operated: 1 emery wheel, 1 small drill press, 1 small forge.

#### G. Laundry

A laundry is now installed on "H" deck on port side of swimming pool, between frames 169 and 180. A washing machine and extractor are connected to a line shaft which is belted to motor number 28.

This motor is rated at 110 volts D.C., 25.4 amperes, 3 H.P., and is fed from electric sub-station No. 25 on "H" deck. As the motor is to be retained, it shall be overhauled and repaired. The starter requires a new set of contacts and a new starter handle spring.

All other electric driven machines that it is found necessary to install shall be wired ready for operation, by the contractor.

#### Par.15—Turbine Turning and Hoisting Motors

Turbine turning and hoisting motors, with the proper gearing arrangements, are provided for the purpose of "jacking over" the turbine rotors and for raising the turbine casings.

These motors will be used by the Agent during the reconditioning, the contractor shall, therefore, not perform any work on these motors or controllers; he shall, however, supply to the Agent, the parts that are noted as missing in the "Remarks" column of the following list.

The distribution panel which supplies current to these motors is located in the forward end of the Dynamo Room. Each switch on the distribution panel for the turbine turning and hoisting motors shall be equipped, by the contractor, with a red pilot lamp. This lamp shall be located directly above the switch and connected across it. Each lamp shall be provided with a lamp testing switch. A brass instruction plate with engraved letters shall be provided on the panel near the switches.

No.	Amps.	R.P.M.	H.P.	Location of Motor	Duty	Remarks
2	223	1250	29.5	Port engine room	Turbine turning	Screws missing in plates on controller.
3	223	1250	29.5	Stbd. engine room aft. end	Turbine turning	

No.	Amps.	R.P.M.	H.P.	Location of Motor	Duty	Remarks
4	180	1340	23.5	Port engine room	engine hoisting	One foundation bolt missing from controller.
5	180	1340	23.5	Stbd. engine room	Turbine hoisting	Screws missing in controller.
6	223	1400	29.5	Main engine room	Turbine turning	
7	223	1250	29.5	Main engine room	Turbine turning	Screws missing in controller.
8	125	1400	16.5	Main engine room	Turbine hoisting	Screws in controller missing.
9	125	1400	16.5	Main engine room	Turbine hoisting	One hand hole cover missing; two straps missing from wires at motor; screws missing from controller plates.

#### Par. 16—Searchlights

The vessel is now equipped with two (2) searchlights, one (1) 42 inch Siemens & Halske light located on the foremost and one (1) 18 inch light located on the starboard side of upper bridge. The 18 inch searchlight and all the equipment required for its operation shall be removed.

The 42 inch Siemens & Halske searchlight now installed on the foremost is to be retained but converted from a "low power" to a "high power" light. The lamp is to be equipped with a (Sperry or equal) high intensity lamp mechanism with self-contained thermostat and special length of columns for attaching 42 inch drum, a blower motor with weather proof hatch mounted on top of drum, and a ground glass finder on drum.

The present carbon feeding mechanism is to be replaced with a new one suitable to the new mechanism and a hole cut through the front glass strips.

The bridge controller, lamp elevating and turning motors, shutter magnets and contact maker shall be completely repaired and placed in a first-class and satisfactory operating condition. The existing single pole switch on the Bridge shall be replaced with a watertight double pole switch.

A box of tools and spare parts shall be provided by the contractor.

The searchlight, bridge controller, and shutter circuits shall be completely rewired with Navy Standard lead and armored cable. These circuits shall be wired on the two-wire system and supplied from the switchboard in the Interior Communication Central Station.

Two portable twelve inch incandescent searchlights shall be provided for use in docking the vessel. Watertight outlet shall be installed on the port and starboard sides of the bridge and after docking bridge for "plugging in" these searchlights.

### SECTION 3

#### LIGHTING SYSTEM

##### Par.1—General Requirements for the Lighting System

All local wiring emanating from the local lighting distribution panels shall be removed.

All switches, junction boxes and branch boxes, etc., on local lighting circuits shall be removed and shall not be used in the new installation.

Distribution from local lighting panels shall be arranged so that it will not be necessary to install a wire exceeding 4494 C. M. in size, that is all local circuits shall be 4494 C. M. cable.

Not more than 660 watts shall be carried on any one circuit used for stateroom lighting or on any lighting circuit controlled by a single pole switch. All other circuits shall not exceed 1320 watts. It should be noted that the switches on the existing distribution panels are single pole.

The number of sockets on any one circuit shall not exceed twenty-four.

The voltage drop from the main switchboard to the farthest light on any circuit shall not exceed 5% of the switchboard voltage.

No lights shall be installed in cargo holds. All lighting in these spaces to be done by portable cargo clusters "plugged in" outside of the hold itself.

All circuits, junction boxes and outlet boxes are to be arranged to suit the new or retained lighting equipment.

All switches, receptacles, etc., shall be installed in accordance with the National Electric Code. All switches for the machinery spaces, galley spaces, etc., shall be watertight.

When the complete electrical installation is turned over to the Agent, each socket throughout the vessel shall be fitted with an approved lamp.

The shells of all sockets shall be connected to the grounded side of the system.

Only passageways and stairway lights are to be supplied from passageway and stairway circuits. The passageways and stairways are to be wired so that certain circuits can be used for police lighting.

Outlet boxes for lighting fixtures are to be suspended directly from the deck and not supported by the panelling.

All local lighting circuits, except to floor outlets which are not exposed to moisture in the following rooms and enclosed spaces, may be wired with Navy standard steel armored cable:—  
Bridge Deck—All rooms except wheel house, toilets and baths.

A Deck—All rooms and enclosed spaces, except toilets, baths, uptakes, pipe trunks, turbine hatch and passage, galley, dog house and green house.

B Deck—All rooms and enclosed spaces, except toilets, baths, uptakes, pipe trunks, stage and vicinity, turbine hatch, pantries, waiters' passage and clothes drying room.

C Deck—All rooms and enclosed spaces, except toilets, baths, uptakes, pipe trunks, turbine hatch, elevator motor room and after wheel house.

D Deck—All rooms and enclosed spaces, except toilets, baths, uptakes, pipe trunks, escapes, turbine hatch, rooms and passages between frames 257 and 275, and 243 and 249 and storage battery room.

E Deck—All rooms and enclosed spaces, except toilets, baths, uptakes, pipe trunks, turbine hatch, all spaces forward of bulkhead 244, all spaces between frames 51 and 68, steering machinery room and stairway at frame "D."

F Deck—All rooms and enclosed spaces, except toilets, baths, wash rooms, uptakes, pipe trunks, escapes, turbine hatch, spaces forward of bulkhead 302, fuel oil filling stations, spaces (except No. 7 and No. 8 stairs) between frames 57 and 112 and all spaces aft of watertight bulkhead at and near frame 3.

##### Par. 2—First Class Smoking Room

Approximately eight flush receptacles are to be distributed around the room in the baseboard. All these receptacles may be wired with Navy standard steel armored cable, and are not to be on a circuit with any lights.

##### Par. 3—First Class Library

Approximately five flush receptacles are to be distributed around the room in the baseboard.

New approved outlet boxes shall be installed on the deck, embedded in the deck covering at each table or desk. The wiring for these outlets shall be Navy standard plain double braided wire run in half ( $\frac{1}{2}$ " ) inch conduit strapped directly against the steel deck. This conduit shall only be used where the wiring runs in the deck covering.

**Par. 4—First Class Social Hall**

Approximately six flush receptacles are to be distributed around the room in the baseboard.

Approved outlets shall be installed on the deck, in accordance with the method outlined for the First Class Library, at each desk, provided it is impossible to use flush baseboard receptacles.

Foot and overhead lights of an approved design shall be installed on the stage. Each circuit for the foot and overhead lights shall be equipped with a dimmer. At least four baseboard receptacles are to be provided at the rear of the stage and two at each wing.

Outlets are to be provided at an approved location for a motion picture machine and spot light.

**Par. 5—First Class Winter Garden**

Approximately six flush receptacles are to be distributed around the room in the baseboard.

**Par. 6—First Class Restaurant**

Approximately 6 flush receptacles are to be distributed around the room in the baseboard.

**Par. 7—First Class Tea (Card) Room**

Approximately four flush receptacles are to be distributed around the room in the baseboard.

**Par. 8—First Class Dining Saloon**

Approximately sixteen flush receptacles are to be distributed around the room in the baseboard.

Approved outlets shall be installed on the deck, in accordance with the method outlined for the First Class Library, at each table (serving tables not included). Baseboard outlets shall be provided for "plugging in" the lights for the orchestra.

**Par. 9—First Class Children's Dining Saloons**

Approximately two receptacles are to be distributed around each of these rooms in the baseboard.

**Par. 10—Light Bath and Water Treatment Room**

Lights are to be controlled from flush switches located near main entrance.

**Par. 11—First Class Lobbies, Passages and Stairways**

The deck markers shall be connected to a circuit that is energized at all times.

**Par. 12—First Class Barber Shop**

Flush receptacles shall be provided for the various accessories that will be used in this room. Flush switches shall be installed for the control of the room lights.

**Par. 13—First Class Hair Dressing Shop**

Flush receptacles shall be provided for the various accessories that will be used in this room. Flush switches shall be installed for the control of the room lights.

**Par. 14—First Class Suites**

The location and number of new switches and receptacles shall be approximately the same as now installed.

At least one switch for the ceiling lights in each room shall be equipped with a radium button so as to be visible in the dark.

All circuits are to be distributed so that all junction boxes except at fixtures will be under the same panel.

**Par. 15—Existing First Class Staterooms**

The two ceiling lights are to be connected in multiple and controlled by any one of three switches located as follows: one (1) at passageway door and one (1) at each bed. In some staterooms only one ceiling light may be required.

The bulkhead light over each bed shall be controlled by a switch located within easy reach of the bed. "Gang" plates are to be used at the beds, provision being made thereon for the switches controlling the bed light and the overhead lights and the two (2) push buttons for the annunciator system.

The dressing cabinet light shall be controlled by a switch located conveniently alongside of cabinet.

The light over each lavatory shall be controlled by a switch located conveniently to same.

The two lights over sofa shall be connected in multiple and controlled from a switch located conveniently to same. The "gang" plate for this switch will also contain the switch for the electric fan.

The light in each wardrobe is to be controlled by an automatic door switch.

The circuits are to be distributed so that all the junction boxes except at fixtures will be in under the same panel.

At least one switch in each stateroom is to be equipped with a radium button.



The toilet and bath ceiling lights shall be controlled from a switch located at one of the entrances. As all baths and toilets are to be wired with Navy standard lead and armored cable, the circuits for these spaces shall not be used for any other purpose.

**Par. 16—New First Class Staterooms**

The equipment and circuits in these rooms will be the same as for the existing rooms. It will be noted, however, that in general only one ceiling fixture will be installed.

**Par. 17—Second Class Smoking Room**

Approved outlets shall be installed on the deck, in accordance with the method outlined for the First Class Library, at each desk, provided it is impossible to use flush baseboard receptacles.

**Par. 18—Second Class Social Hall**

Approved outlets shall be installed on the deck, in accordance with the method outlined for the First Class Library, provided it is impossible to use flush baseboard receptacles.

**Par. 19—Second Class Dining Saloon**

An approved locked steel switch box containing all the switches for the Dining Saloon fans and lights shall be installed in an approved manner at the entrance from the galley. The lights shall be arranged so that certain circuits can be used for police lighting.

**Par. 20—Second Class Existing and New Staterooms**

Switches are to be provided at the door and berth for controlling overhead light. In general there will be one light per room.

All wiring shall be concealed where possible, all wiring run on the face of the bulkhead shall be covered with a neat moulding.

New rooms are to be similar to existing.

**Par. 21—Third Class Ladies' Lounge**

Approved outlets shall be installed on the deck, in accordance with the method outlined for the First Class Library, at each desk, provided it is impossible to use flush baseboard receptacles.

**Par. 22—Third Class Smoking Room**

Approved outlets shall be installed on the deck, in accordance with the method outlined for the First Class Library, at each desk, provided it is impossible to use flush baseboard receptacles.

**Par. 23—Third Class Dining Saloon**

An approved locked steel switch box containing all the switches for the Dining Saloon lights shall be installed in an approved manner at the entrance from the galley.

**Par. 24—Third Class Staterooms**

In general, the one ceiling fixture is to be located as near central as structural work will permit. The light shall be controlled by switch located at door.

**Par. 25—Fourth Class General Room**

Location and type of switches for these rooms is to be determined during the development of the plans.

**Par. 26—Fourth Class Smoking Room**

Location and type of switches for these rooms is to be determined during the development of the plans.

**Par. 27—Fourth Class Dining Saloon**

The lights shall be arranged so that certain circuits can be used for police lighting.

**Par. 28—Fourth Class Staterooms**

In general, the one ceiling fixture is to be located as near central as structural work will permit. The light shall be controlled from switch located at door.

**Par. 29—Fourth Class Open Berthing Spaces**

The switches for the lights in these spaces shall be located at or near one of the main stairways in a locked electric sub-station, or in a locked steel cabinet. The lights shall be arranged so that certain circuits can be used for police lighting.

**Par. 30—Public Baths, Toilets and Showers**

As all baths, toilets and showers are to be wired with Navy standard lead and armored cable, the circuits for these spaces shall not be used for any other purpose, except where the distance between these spaces is extremely great and the number of lights in these spaces is very small. The toilet marker lights shall be on the same circuit as the toilet lights.

**Par. 31—Deck Officers on Bridge Deck**

The arrangement of the lighting circuits shall be similar to the original arrangement.

**Par. 32—Deck Petty Officers**

A majority of these rooms will require two lights, the lights to be controlled by a switch located at the door.

**Par. 33—Seamen's Quarters**

All sleeping quarters which accommodate more than eight seamen shall have the lights on two circuits, the switches to be at the

door; all others shall have one switch located at the door. The number of lights in these rooms to depend on the size.

**Par. 34—Engineer Officers**

The arrangement of the lighting circuits in the remaining and new rooms shall be similar to the arrangement in the existing rooms.

**Par. 35—Engineer Petty Officers, Firemen, Asst. Stewards, Stewards, Kitchen Attendants and Similar Rooms**

The number of lights in these sleeping quarters shall depend on the size of the room. The large rooms shall have the lights on two circuits, the switches to be located at the door; all other rooms shall have one switch at the door.

**Par. 36—2nd., 3rd. and 4th. Class Chief Stewards, Purser, Gymnasium Instructors, Bath Attendants and Similar Rooms**

The number of lights in these staterooms shall depend on the size of the rooms. The ceiling light or lights shall be controlled by a switch located at the door and berth.

**Par. 37—2nd., 3rd. and 4th. Class Asst. Chief Stewards, Purser's Assistants and Similar Rooms**

Most of these staterooms will require only one light, additional lights to be installed, however, where necessary. The overhead light or lights shall be controlled by a switch located at the door.

**Par. 38—Galley Spaces**

Where local switches are used in these spaces they shall be of the watertight type.

**Par. 39—Laundries, Drying Rooms, Oil Room, Lamp Rooms, Refrigerated Stores and Stores**

All switches in these rooms shall be of the watertight type.

**Par. 40—Shaft Alleys, Dynamo Room, Engine Rooms and Engine Room Hatch**

All the existing distribution panels shall be removed. New Navy standard watertight distribution boxes, switch type, Bu. S. E. Dr. No. 1962-L, No. 1963-L, shall be installed for controlling the lights in these spaces.

The lights in the dynamo room, port and starboard inboard shaft alleys shall be controlled from a distribution panel or panels located in the dynamo room. The lights in the starboard engine room and starboard outboard shaft alley shall be controlled from a distribution panel or panels located on the forward bulkhead of the engine room, and similarly for the port side. The distribution panels for the

main engine room shall be located on the control board and for the main engine room hatch about "G" deck level.

These distribution panels shall be fed directly from one of the small switches on the main switchboard.

At least two feeders shall be installed for these spaces and the lights arranged so that in case of failure of one of the feeders none of the spaces will be in total darkness.

**Par. 41—Blower Rooms, Machine Shop, Refrigeration Machinery Rooms, Evaporator Room and Store Rooms**

The lights in these rooms shall be controlled from watertight switches located near the main entrances and supplied from the distribution panels on the control board.

**Par. 42—Boiler Rooms**

The existing Navy standard and original distribution panels shall be removed. New Navy standard watertight distribution boxes, switch type, shall be installed at the entrance to each boiler room on "G" Deck. There shall be at least two distribution boxes for each boiler room, each of the two boxes to be fed from a separate feeder. The lights are to be connected to these distribution boxes so that in case of failure of one feeder the spaces will not be in total darkness.

**Par. 43—Pump Rooms, Plumber Shop, Blacksmith Shop and Store Rooms**

The lights in these spaces shall be controlled from watertight switches located at the entrances, and supplied from the distribution panels located on "G" deck.

**Par. 44—'Tween Deck Bunker Spaces**

The lights in these spaces shall be controlled from watertight switches located outside of the spaces. These switches may be on the Navy standard distribution boxes, provided the distribution boxes are near the entrance to the bunkers.

**Par. 45—All Other Rooms and Compartments**

The location of lights and switches and the type and number of switches shall be approved by the Agent.

**Par. 46—Running and Signal Lights**

The wiring, distribution panels or control panels for the running and signal light circuits shall be removed.

A new tell-tale panel (equal to that shown on page F-93, Chas. Cory and Son's catalogue) shall be installed. This panel shall control the starboard light, port light, masthead light, range light and stern light. The steering light, anchor lights, stern dock red lights and Morse light shall be controlled from snap switches on the distribu-

tion panel in electric sub-station No. 79. The feeder for the tell-tale panel shall be connected through a fuse direct to the bus bar on the distribution panel in electric sub-station No. 79.

Where watertight outlets are used, Navy standard steel armored portable conductors shall be used to connect the light to the outlet.

The contractor shall give particular attention to the voltage drop on all running light circuits.

The Morse signal light shall be controlled from two heavy type Morse keys, one located on each side of the bridge. These keys are to be enclosed in a watertight box.

#### Par. 47—Festoon Lighting

The existing festoon lighting system consists of eleven watertight distribution boxes located on A, C and E decks. Each box contains six switches and fuses, and is used for supplying current to the portable streamers. These boxes are connected to one of the distribution panels in the interior communication central station.

These watertight distribution boxes shall be retained and repaired, or replaced where beyond repair; the interiors shall be removed and replaced with approved fittings. These fittings shall be of the two-wire type, the ground connections being made at the box in a manner similar to all other distribution panels.

The wiring to these panels in a large number of places is in a very poor condition. All defective or damaged wiring shall be replaced with Navy standard lead and armored cable. Junction boxes may be used for connecting the new wiring to the existing wiring, the location of all junction boxes to be approved by the Agent. The contractor shall supply one clear glass lamp, of an approved size for each socket on the streamers.

#### FESTOON LIGHTING BOXES

No.	Deck	Side	Frame	Remarks
1	E	Port	10	Box broken.
2	E	Stbd.	10	
3	E	Port	290	
4	E	Stbd.	290	
5	C	Port	22	Cover broken.
6	A	Port	90	
7	A	Stbd.	90	
8	A	Port	147	
9	A	Stbd.	147	
10	A	Port	194	
11	A	Stbd.	194	

#### Par. 48—Emergency Lighting System

The vessel is now equipped with an emergency lighting system, but owing to the rearrangement of quarters and lighting circuits and the removal of all local wiring, a new system shall be installed that will provide emergency lighting in all parts of the vessel.

The emergency lighting distribution panels in electric sub-stations numbers 46, 52, 59 and 74 shall be removed and replaced with new two-wire distribution panels. In order to provide emergency lighting through the ship, it will probably be necessary to install additional distribution panels. The feeders from the existing emergency switchboard to electric sub-stations number 46 and 59 are to be removed and new feeders installed from the new emergency switchboard. The feeders to electric sub-station numbers 52, 74 and 79 may be retained, junction boxes are to be cut in at the existing emergency switchboard and new feeders installed from this point to the new emergency switchboard.

A large number of emergency lights in the boiler and engine rooms are now supplied from the distribution panels in electric sub-stations numbers 52 and 59; in the new system no engine room or boiler room lights shall be supplied from a feeder or distribution panel which is used for passenger and crew space lighting circuits. All other existing emergency lights in the boiler and engine rooms are connected to Navy standard distribution panels which are fed direct from the existing emergency switchboard. All these distribution panels and feeders are to be removed.

The new system for the boiler rooms and engine rooms shall consist of at least two feeders for the boiler rooms and one for the engine rooms. Navy standard distribution boxes without switches shall be used for distributing the current to the boiler and engine room lights. The panels for the boiler rooms shall be located in the longitudinal passageway on "G" deck, and for the engine room will probably be located near the control board.

The emergency lights shall normally operate from the main generators. Upon failure of the main generators the two automatic relays (described under Group 2, Section 2) will connect the emergency lighting feeders to the emergency storage batteries, one relay shall be used for the engine and fire room feeders and the other for the passenger and crew space feeders. As soon as the emergency generators are started up, all of these feeders may be switched to either emergency generator.

Each emergency light shall be a general lighting fixture which shall be connected to the emergency distribution panels, instead of

to the general lighting distribution panels. All emergency lights shall have a distinguishing mark.

All wiring for the emergency circuits shall be Navy standard lead and armored cable.

## GROUP 5 LIGHTING SYSTEM LIGHTING FIXTURES AND SWITCH PLATES

### SECTION 1 GENERAL REQUIREMENTS AND NOTES FOR LIGHTING FIXTURES

All lighting fixtures for spaces exposed to moisture shall be of the watertight type.

All remaining and new fixtures shall be equipped with Edison screw base sockets.

All broken or missing parts of retained fixtures shall be replaced, and all metal and wooden fixtures refinished.

In cases where the schedule states that existing fixtures are to remain, the contractor shall replace all missing fixtures.

The quantities stated in the following schedules are only approximate; the contractor shall therefore provide all the fixtures required for adequately lighting the vessel.

In computing quantities of fixtures, etc., for the staterooms, the number of first class staterooms has been considered to be: New 194, which includes 1 Purser, 2 Postal Clerks, 1 Chief Steward, 1 Assistant Chief Steward, 1 Second Steward, 1 Assistant Second Steward (7 rooms); existing 257, which includes 33 Servants, 10 Saloons, 2 Verandas.

All remaining porcelain fixtures are to be refitted in accordance with sketch No. 49448-½.

All new porcelain fixtures shall be similar and equal to those manufactured by Lenox Co., Inc., Trenton, New Jersey.

Guarded steamtight fixtures shall be capable of taking a 50 watt lamp and similar and equal to No. 501, shown on page 9, F. H. Lovell and Co.'s catalogue.

Vapor tight fixtures shall be guarded steamtight fixtures fitted with a leather gasket in place of the rubber gasket.

The globe of the 200 Watt N.S.W.T. unit shall be of a sufficient size to satisfactorily permit the use of a 200 Watt type C lamp.

## SECTION 2 SCHEDULE OF LIGHTING FIXTURES

Location	Existing Fixtures	New Fixtures	Sketch No.
<b>Par. 1—First Class Smoking Room</b>			
10 Ceiling fixtures	To be removed	1 stbd. alcove fwd. 1 port alcove fwd. 3 stbd. alcove aft 3 port alcove aft. 2 at fireplace	A1 A1 A1 A1 A1
1 Ceiling fixture		1 central panel	A4
2 Ceiling fixtures		1 fore panel 1 aft panel	A5 A5
24 Bulkhead fixtures	To be removed	24 on pilasters and piers	A2
26 Bulkhead fixtures	To be removed	26 over sofas	A3
<b>Par. 2—First Class Library</b>			
Ceiling fixtures	To be removed		
Dome fixtures		Recessed part of center dome to be equipped with approved cove lighting	
8 Bulkhead fixtures	8 to remain: refinished antique gold, refitted with wedgewood plaques	8 plaques only 10 over single desks	A33 A19½
10 Bulkhead desk lamps		4 over double desks	A19
4 Double desk lamps		3 large tables	A18
7 Table lamps		7 small tables	A18½
Floor lamps	To be removed		

Location	Existing Fixtures	New Fixtures	Sketch No.
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**Par. 3—First Class  
Social Hall**

10 Bulkhead fixtures	6 to remain: re-finished antique gold. (2 to be removed.)	4 to be reproduced like existing	
Main cornice fixtures	To be removed	Design to be approved by Agent; bulbs to be similar to existing	
Glass dome fixtures	To be removed	Approved efficient metal fixtures to be fitted above glass dome	
Dome border fixtures	To be removed		
8 Desk lamps		8 over double desks	A31

**Par. 4—First Class  
Winter Garden**

13 Ceiling fixtures	13 to remain (3 to be removed)		
Main cornice fixtures	To be removed	Design to be approved by Agent; bulbs to be similar to existing	
10 Bulkhead fixtures	10 to remain		

**Par. 5—First Class  
Restaurant**

31 Ceiling fixtures	31 to remain		
Dome fixtures	To be removed	Design to be approved by Agent; bulbs to be similar to existing	
10 Bulkhead fixtures	To remain		

Location	Existing Fixtures	New Fixtures	Sketch No.
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**Par. 6—First Class  
Tea (Card) Room**

7 Ceiling fixtures	7 to remain re-fitted with glass bowls, rubber gaskets, refinished dark flemish brass.		
10 Bulkhead fixtures		10 wall panels	A35
4 Bulkhead desk lights		4 over desks	A14 A15

**Par. 7—First Class  
Dining Saloon**

Ceiling fixtures	To be removed		
	Individual small lighting fixtures on under side and around base of dome. Individual small fixtures at soffits under balcony. Individual fixtures in low ceiling section of room port and starboard, outboard row of large ceiling units port and starboard. All others to remain and be refinished in gold.		



Location	Existing Fixtures	New Fixtures	Sketch No.
Dome fixtures	To be removed:	Design to be approved by Agent; bulbs to be similar to existing	
8 Column fixtures		8 on columns facing dome	A9
60 Bulkhead fixtures		60 on panels at low portion	A10
24 Large table lamps		24 large tables	A11
87 Small table lamps		87 small tables	A12
<b>Par. 8—First Class Children's Dining Saloon (2 Rooms)</b>			
2 Ceiling fixtures	To be removed	2, one for each room	A37
8 Bulkhead fixtures	To be removed	8, four for each room	A20
<b>Par. 9—First Class Servants' Dining Saloon</b>			
Ceiling fixtures	To remain		
Bulkhead fixtures	To remain		
<b>Par. 10—First Class Lobbies, Passages and Stairways</b>			
<b>No. 1 Stairs, etc., on "A" deck</b>			
1 Ceiling fixture	To be removed	1 on ceiling	A7
4 Ceiling fixtures	To be removed	4 on ceiling	A7½
8 Bulkhead fixtures	To be removed	8 on bulkheads	A6
<b>No. 1 Stairs, etc., on "B" deck</b>			
1 Ceiling fixture	To be removed	1 on ceiling	A7
5 Ceiling fixtures	To be removed	5 on ceiling	A7½
4 Bulkhead fixtures	To be removed	2 at stairs 2 in lobby	A6 A6
<b>No. 1 Stairs, etc., on "C" deck</b>			
1 Ceiling fixture		1 bottom lamp replaced with rosette	A7

Location	Existing Fixtures	New Fixtures	Sketch No.
4 Ceiling fixtures		4 bottom lamps replaced with rosettes	A7½
<b>No. 1 Stairs, etc., on "D" deck</b>			
1 Ceiling fixture		1 on ceiling	A7
5 Ceiling fixtures		5 on ceiling	A7½
<b>No. 1 Stairs, etc., on "E" deck</b>			
1 Ceiling fixture		1 on ceiling	A7
5 Ceiling fixtures		5 on ceiling	A7½
<b>No. 1 Stairs, etc., on "F" deck</b>			
1 Ceiling fixture	To be removed	1 on ceiling	A7
5 Ceiling fixtures	To be removed	5 on ceiling	A7½
<b>No. 2 and No. 3 Stairs, etc., on "A" deck</b>			
2 Ceiling fixtures	To be removed	2 on ceiling	A7
2 Ceiling fixtures	To be removed	2 on ceiling	A7½
4 Bulkhead fixtures	To be removed	4 on bulkhead	A6
Main cornice fixture	To be removed	To be installed after reconstruction of cornice. Design to be approved by Agent; bulbs to be similar to existing	
<b>No. 2 and No. 3 Stairs, etc., on "B" deck</b>			
5 Ceiling fixtures	To be removed	5 on ceiling	A7
8 Ceiling fixtures	To be removed	8 on ceiling	A7½
6 Bulkhead fixtures	To be removed	6 on bulkhead	A6
4 Bulkhead fixtures	To be removed	4 on bulkhead at sofa	A8
<b>No. 2 and No. 3 Stairs, etc., on "C" deck</b>			
7 Ceiling fixtures	To be removed	7 on lobby ceiling, bottom lamp replaced with rosette	A7

Title VI, Group 5, Sect. 2

Location	Existing Fixtures	New Fixtures	Sketch No.
10 Ceiling fixtures	To be removed	10 on lobby ceiling, bottom lamp re- placed with rosette	A7½
12 Bulkhead fixtures	To be removed	12 on bulkhead at sofa	A8
No. 2 and No. 3 Stairs, etc., on "D" deck			
2 Ceiling fixtures	To be removed	2 on lobby ceiling, bottom lamp re- placed with rosette	A7
12 Ceiling fixtures	To be removed	12 on lobby ceiling, bottom lamp re- placed with rosette	A7½
2 Bulkhead fixtures	To be removed	2 on bulkhead	A6½
8 Bulkhead fixtures	To be removed	8 on bulkhead at sofas	A8
No. 2 and No. 3 Stairs, etc., on "E" deck			
2 Ceiling fixtures	To be removed	2 on lobby ceiling, bottom lamp re- placed with rosette	A7
10 Ceiling fixtures	To be removed	10 on lobby ceiling, bottom lamp re- placed with rosette	A7½
8 Bulkhead fixtures	To be removed	8 on bulkhead at sofas	A8
No. 2 and No. 3 Stairs, etc., on "F" deck			
6 Ceiling fixtures	To be removed	6 on ceiling	A7
10 Ceiling fixtures	To be removed	10 on ceiling	A7½
10 Bulkhead fixtures	To be removed	10 on bulkhead	A6
8 Bulkhead fixtures		8 on bulkhead at sofas	A8
No. 4 Stairs between "B" and "C" decks			
Ceiling fixtures	To remain		
2 Bulkhead fixtures		2 on stairs bulkhead, port and starboard	A6
No. 4 Stairs, etc., on "C" deck			
1 Ceiling fixture		1 on ceiling	A7

Title VI, Group 5, Sect. 2

Location	Existing Fixtures	New Fixtures	Sketch No.
8 Ceiling fixtures		8 on ceiling	A7½
2 Bulkhead fixtures		2 on bulkhead at mir- ror	A6
No. 4 Stairs, etc., on "D" deck			
Small vestibule lamps	To remain		
7 Ceiling fixtures		7 on ceiling	A7½
No. 4 Stairs, etc., on "E" deck			
8 Ceiling fixtures		8 on ceiling	A7½
No. 4 Stairs, etc., on "F" deck			
1 Ceiling fixture		1 on ceiling	A7½
"C-D-E-F" Deck Passages forward of stairs No. 1			
Ceiling fixtures	To remain (Porcelain)		
"B" Deck Passages between stairs No. 1, No. 2 and No. 3			
Ceiling fixtures	To remain (Porcelain)		
"C" Deck Passages between stairs No. 1, No. 2 and No. 3			
Ceiling fixtures	To be removed		
12 Bulkhead fixtures	12-11 in. x 15 in. 3-arm brack- ets taken from 1st. class stairs, etc., to be installed. (Plate hook and wood screws) re- finish antique gold.		

Location	Existing Fixtures	New Fixtures	Sketch No.
"D" Deck Passages between stairs No. 1, No. 2 and No. 3			
Ceiling fixtures	To be removed		
12 Bulkhead fixtures	12, same as for "C" deck		
"E" Deck Passages between stairs No. 1, No. 2 and No. 3			
Ceiling fixtures	To be removed		
15 Bulkhead fixtures	15, same as for "C" deck		
"F" Deck Passages between stairs No. 1, No. 2 and No. 3			
Ceiling fixtures	To remain (Porcelain)		
"C" Deck Passages between stairs No. 2, No. 3 and No. 4			
Ceiling fixtures	To be removed		
15 Bulkhead fixtures		15, reproduce existing 11 in. x 15 in. 2-arm brackets like those at "A" deck stairs No. 1. (Plate hook and wood screws.) Antique gold finish.	
"D-E" Deck Passages between stairs No. 2, No. 3 and No. 4			
Ceiling fixtures	To remain (Porcelain)		
"C-D-E" Deck Passages aft No. 4 Stairs			
Ceiling fixtures	To remain (Porcelain)		

Location	Existing Fixtures	New Fixtures	Sketch No.
All Stairs and Passages			
Deck marking fixtures	To remain		
Par. 11—First Class Gymnasium			
Ceiling fixtures	To remain (Porcelain)		
Par. 12—Swimming Pool			
6 Ceiling fixtures	6 bowls to remain, port and stbd. passages		
Ceiling fixtures	Sash lights to remain at fore and aft passages and balcony		
Main cornice fixtures	To be removed	Over pool and vestibule. Design to be approved by Agent: bulbs to be similar to existing	
3 Bulkhead fixtures	3 to remain (in showers)		
Tank lights	To be removed		
Par. 13—Swimming Pool Dressing Rooms			
32 Ceiling fixtures		Porcelain; design to be approved by Agent	
Par. 14—Light Bath and Water Treatment Room			
Ceiling fixtures	To remain		

Location	Existing Fixtures	New Fixtures	Sketch No.
Par. 15—Light Bath Rest Room			
1 Ceiling fixture	1 to remain, re-finished		
Par. 16—First Class Barber Shop			
Ceiling fixtures	To remain (Porcelain)		
Par. 17—First Class Hair Dressing Shop			
Ceiling fixtures		Porcelain, similar to 1st Class Barber Shop	
Par. 18 — Existing First Class Suites, Toilets and Baths			
	All to remain, and be refitted and refinished except the following:		
C-152-A			
1 Ceiling fixture	To be removed	1 Pompeian bowl	A72
1 Table lamp		1 on table	A73
2 Floor lamps		2 floor lamps	A75
C-153-A			
1 Ceiling fixture	To be removed	1 Louis XIV bowl	A71
1 Table lamp		1 Louis XIV for table	A76
2 Floor lamps		2 Louis XIV on floor	A74
C-151			
1 Ceiling fixture	To be removed	1 Louis XIV bowl	A71
D-274			
1 Ceiling fixture		1-15 in. dia. glass bowl similar to existing in saloons	

Location	Existing Fixtures	New Fixtures	Sketch No.
<b>D-264</b>			
1 Ceiling fixture		1-15 in. dia. glass bowl similar to existing in saloons	
<b>Par. 19 — Existing First Class State-rooms, Toilets and Baths</b>			
Ceiling fixtures	(See sample room C-132) To be removed	In ceiling (no suites, 229 rooms)	A49448
424 Bulkhead fixtures	To be removed	424 over beds	A49060
Bulkhead fixtures	To be removed	229 over sofas (no suites, 229 rooms)	A49064
213 Cabinet or Desk fixtures	To be removed	213 over desks or cabinets (includes suites)	A49063
290 Lavatory fixtures		290 over mirrors. (Rooms retaining hardwood finish will have gold finish like porcelain fixtures) (includes suites)	A49062
428 Wardrobe fixtures	428 to be refitted (includes suites)		
93 Toilet and Bath fixtures	To be removed	93 over head	A49059
<b>Par. 20—New First Class Staterooms, Toilets and Baths</b>			
	(See sample room 466-E)		
194 Ceiling fixtures		194 in ceiling bowl	A49061
174 Ceiling fixtures		174 at desk and dressing cabinets	A49063
Bulkhead fixtures		At sofas (as required for 194 rooms)	A49064
293 Bulkhead fixtures		293 at beds	A49060

Location	Existing Fixtures	New Fixtures	Sketch No.
226 Bulkhead fixtures		226 at lavatories over mirrors	A49062
319 Wardrobe fixtures		319 in wardrobe ceiling	A49236
40 Toilet and Bath fixtures		40 in ceiling	A49059

**Par. 21 — Second  
Class Smoking  
Room**

22 Ceiling fixtures	To be removed. 22-14 in. bowls taken from 1st. class lobbies, etc., to be installed, refinished colonial brass, refitted with rubber gaskets.
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8 Desk lamps	8 single desks	A21
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**Par. 22 — Second  
Class Social Hall**

16 Ceiling fixtures	To be removed. 16-14 in. diameter bowls taken from 1st. class lobbies, etc., to be installed, refinished antique gilt, refitted with rubber gaskets.
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Location	Existing Fixtures	New Fixtures	Sketch No.
2 Bulkhead fixtures	To be removed. 2-26 in. x 14 in. 2 arm brackets taken from "B" deck lobby stairs No. 2 and No. 3 to be installed, refinished antique gilt, refitted with rubber gaskets.		

4 Desk lights	4 double desks	A30½
2 Desk lights	2 single desks	A30

**Par. 23 — Second  
Class Dining Sa-  
loon**

12 Ceiling fixtures	To be removed. 12-20 in. diameter bowls taken from 1st. class dining saloon, etc., to be installed, refinished antique gilt, refitted with rubber gaskets.
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32 Ceiling fixtures	32-14 in. diameter bowls taken from 1st. class lobbies, etc., to be installed, refinished antique gilt, refitted with rubber gaskets.
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Location	Existing Fixtures	New Fixtures	Sketch No.
<b>Par. 24 — Second Class Lobby "C" Deck</b>			
4 Ceiling fixtures	To be removed. 4-14 in. diameter bowls taken from 1st. class lobbies, etc., re-installed, re-finished antique gilt, refitted with rubber gas-kets.		
<b>Par. 25 — Second Class Lobby "D" Deck</b>			
14 Ceiling fixtures	To be removed. 14-14 in. diameter bowls taken from 1st. class lobbies, etc., to be installed, refinished colonial brass, refitted with rubber gas-kets.		
<b>Par. 26 — Second Class Stairways Stairs 5 and 6 "E" deck</b>			
4 Ceiling fixtures	4 to remain (Porcelain)		
<b>Stairs 7 and 8—"E", "F", "G" and "H" Decks</b>			
Ceiling fixtures	To remain (Porcelain)		

Location	Existing Fixtures	New Fixtures	Sketch No.
<b>Par. 27 — Second Class Passages "E" Deck</b>			
Ceiling fixtures	To remain		
All other decks			
Ceiling fixtures		To be similar to "E" deck	
<b>Par. 28 — Second Class Barber Shop</b>			
Ceiling fixtures	To be removed	Similar to 1st. class barber shop	
<b>Par. 29 — Second Class Gymnasium</b>			
		Number and type to be in accordance with joiner work and equipment	
<b>Par. 30 — Second Class Staterooms Existing Rooms</b>			
Ceiling fixtures	To remain (Porcelain)		
<b>New Rooms</b>			
Ceiling fixtures		Porcelain, similar to existing rooms	
<b>Par. 31—Third Class Ladies' Lounge</b>			
8 Ceiling fixtures	To be removed. 8-14 in. diameter bowls taken from 1st. class lobbies, etc., to be installed, refinished antique gilt, refitted with rubber gas-kets.		

Location	Existing Fixtures	New Fixtures	Sketch No.
2 Desk lamps		2 at single desks	A30
Par. 32—Third Class Smoking Room			
6 Ceiling fixtures	To be removed. 6-20 in. diameter bowls taken from 1st. class dining saloon, to be installed, refinished colonial brass, refitted with rubber gaskets.		
6 Desk lamps		6 on writing desks	A21
Par. 33—Third Class Dining Saloon			
132 Ceiling fixtures	To remain (Approx. 20 missing)		
Par. 34—Third Class Stairs and Passages			
Stairs Nos. 9, 10, 11 and 12			
Ceiling fixtures	To be removed	Same as for 3rd. class staterooms	
All other stairs and passages			
Ceiling fixtures		Same as for 3rd. class staterooms	
Par. 35—Third Class Barber Shop			
Ceiling fixtures		Same as for 3rd. class staterooms	

Location	Existing Fixtures	New Fixtures	Sketch No.
<b>Par. 36—Third Class Staterooms</b>			
Ceiling fixtures		Porcelain; design to be approved by Agent. Generally one light per room.	
<b>Par. 37 — Fourth Class General Room</b>			
Ceiling fixtures		Design to be approved by Agent	
Bulkhead fixtures		Design to be approved by Agent	
<b>Par. 38 — Fourth Class Smoking Room</b>			
Ceiling fixtures		Design to be approved by Agent	
Bulkhead fixtures		Design to be approved by Agent	
<b>Par. 39 — Fourth Class Dining Saloon</b>			
Ceiling fixtures	To remain (Porcelain)		
<b>Par. 40 — Fourth Class Stairs and Passages</b>			
"D" Deck	To be removed	Guarded steam tight	
All other stairs and passages			
Ceiling fixtures	To be removed	Porcelain; same as for 4th class staterooms	
<b>Par. 41 — Fourth Class Staterooms</b>			
Ceiling fixtures		Porcelain; design to be approved by Agent. Generally one light per room	

Location	Existing Fixtures	New Fixtures	Sketch No.
<b>Par. 42 — Fourth Class Open Berthing Space</b>			
Ceiling fixtures	To be removed	Guarded steam tight	
<b>Par. 43—First Class Public Baths and Toilets</b>			
Existing Ceiling fixtures	To be refitted		A49448½
New Ceiling fixtures		In ceiling	A49059
Toilet markers	To be removed	Similar to but smaller than deck markers	
<b>Par. 44 — Second Class Public Baths and Toilets</b>			
Existing Ceiling fixtures	To remain (Porcelain)		
New Ceiling fixtures		Porcelain; similar to existing 2nd. class toilets and baths.	
Toilet markers	To be removed	To be similar to but smaller than existing deck markers.	
<b>Par. 45—Third Class Public Toilets and Baths</b>			
Ceiling fixtures		Same as 3rd. class staterooms	
Toilet markers		Design to be approved by Agent	
<b>Par. 46 — Fourth Class Public Toilets and Baths "D" Deck</b>			
Ceiling fixtures		Guarded steam tight	

Location	Existing Fixtures	New Fixtures	Sketch No.
<b>All other toilets and baths</b>			
Ceiling fixtures		Same as 4th. class staterooms.	
Toilet markers		Design to be approved by Agent.	
<b>Par. 47 — Showers (All Classes)</b>			
Ceiling fixtures	To be removed	Watertight. Design to be in accord with surroundings and approved by the Agent.	
<b>Par. 48—Hospitals, Dispensary, etc.</b>			
		Fixtures to be consistent with the purpose of the room and in accord with the joiner work.	
<b>Par. 49—Operating Room</b>			
General lighting fixtures		Porcelain; similar to 2nd. class staterooms.	
Operating lamp		High intensity fixture unit to be provided over operating table.	
<b>Par. 50 — Radio Rooms "A" Deck</b>			
		Number and type to be in accord with equipment contained therein.	
<b>Par. 51—Deck Officers</b>			
Existing rooms	To remain		
New rooms		Similar to existing	

Location	Existing Fixtures	New Fixtures	Sketch No.
Mess room		Similar to existing	
Smoking room		Similar to existing	
<b>Par. 52—Deck Petty Officers</b>			
Staterooms	To be removed	Porcelain; design to be approved by Agent.	
Mess rooms	To be removed	Porcelain; design to be approved by Agent.	
Toilets and Baths	To be removed	Porcelain; design to be approved by Agent.	
Showers		Guarded steam tight	
<b>Par. 53 — Seamen's Quarters</b>			
Sleeping quarters	To be removed	Guarded steam tight	
Mess rooms	To be removed	Guarded steam tight	
Toilets and Baths	To be removed	Guarded steam tight	
Showers	To be removed	Guarded steam tight	
<b>Par. 54 — Engineer Officers</b>			
Staterooms			
Existing	To remain		
New		Similar to existing rooms	
<b>Offices</b>			
Existing	To remain		
New		Similar to existing rooms. Desk lights to be installed where required.	
Mess room	To remain		
Smoking room		Design to be approved by Agent.	
Toilets and Baths	To be removed	Similar to staterooms	
Showers	To be removed	Guarded steam tight	

Location	Existing Fixtures	New Fixtures	Sketch No.
<b>Par. 55 — Engineer Petty Officers</b>			
Sleeping quarters	To be removed	Guarded steam tight	
Mess rooms	To be removed	Guarded steam tight	
Rest room	To be removed	Guarded steam tight	
Toilets and Baths	To be removed	Guarded steam tight	
Showers	To be removed	Guarded steam tight	
<b>Par. 56 — Firemen, etc.</b>			
Sleeping quarters	To be removed	Guarded steam tight	
Mess rooms	To be removed	Guarded steam tight	
Rest room	To be removed	Guarded steam tight	
Toilets and Baths	To be removed	Guarded steam tight	
Showers	To be removed	Guarded steam tight	
<b>Par. 57—Chief Stewards</b>			
2nd., 3rd. and 4th. Class			To be similar to surrounding rooms.
<b>Par. 58—Asst. Stewards, Cooks, etc.</b>			
	To be removed	Porcelain for rooms accommodating 4 persons or less; guarded steam tight for all others.	
<b>Par. 59 — Stewards, Hospital Attendants, etc.</b>			
	To be removed	Porcelain for rooms accommodating 4 persons or less; guarded steam tight for all others.	

Location	Existing Fixtures	New Fixtures	Sketch No.
Par. 60—Kitchen Attendants, etc.	To be removed	Porcelain for rooms accommodating 4 persons or less; guarded steam tight for all others.	
Par. 61—Restaurant Attendants, "A" Deck		Porcelain for rooms accommodating 4 persons or less; guarded steam tight for all others. Desk lights for all desks.	
Par. 62 — Doctors, etc.		To be similar to surrounding accommodations. Desk lights for all desks.	
Par. 63—Purser and Assistants		Porcelain; design and number to be approved by Agent. Desks lights for all office desks.	
Par. 64—Gymnasium Instructors, Bath Attendants, Barbers, Musicians, etc.	To be removed	Porcelain for rooms accommodating 4 persons or less; guarded steam tight for all others. Desk lights where required.	

Location	Existing Fixtures	New Fixtures	Sketch No.
Par. 65 — Galley Spaces, Pantries, etc.	To be removed	Guarded steam tight fixtures	
Par. 66 — Serving Pantries	To be removed	W. T. fixtures	
Par. 67—Bars	To be removed	To be similar to surrounding rooms	
Par. 68 — Linen Lockers, Drying Rooms, Stores, Oil Room, Lamp Rooms, Trunk Rooms, etc.	To be removed	Guarded steam tight	
Par. 69—Laundries	To be removed	Guarded steam tight	
Par. 70 — Baggage Rooms 1st. Class	To be refitted with a heavier standard glass globe and have hole drilled in guard or replaced with a similar fixture; approximately 10 lights to be added.		
2nd. Class	Same as for 1st class except approximately 6 lights are to be added.		



Location	Existing Fixtures	New Fixtures	Sketch No.
3rd. Class	Same as for 1st. class except approximately 8 lights are to be added.		
4th. Class	To be removed	Fixtures to be similar to those in 1st. class Baggage Room	
Par. 71—Mail Room	To be refitted with a heavier standard globe and have hole drilled in guard or replaced with a similar fixture. Approximately 8 to be added.		
Par. 72—Mail Sorting Room		W. T. suitable to purpose of room	
Par. 73 — Refrigerated Stores	To be removed	Guarded steam tight	
Par. 74—Dry Stores	To be removed	Guarded steam tight	
Par. 75 — Cargo Holds	To be removed	Four approved portable cargo clusters, equipped with 75 ft. Navy standard cord and plug for each hold.	

Location	Existing Fixtures	New Fixtures	Sketch No.
<b>Par. 76 — Outside Decks</b>			
Ceiling fixtures	Unguarded W. T. fixtures to be replaced unless globes of a standard make can be obtained. If retained, reflecting surface to be refinished.		
Open deck lights	To be removed	Guarded steam tight. Due to reconditioning it will be necessary to increase number of existing fixtures.	
Mast fixtures		2 W.T. 500 Watt units on each mast.	
Cargo handling lights		8 W.T. flood lights, semi-portable	
Boat lights	To remain. Heavier pipe to replace present goose neck, sliding contacts to be eliminated and angle of swing limited.	Similar lights to be added for new boats.	
Stairway markers	To remain		
<b>Par. 77—Shaft Alleys</b>			
<b>Stbd. Outboard</b>			
15 Lighting fixtures	To be removed	15 guarded steam tight	
4 Receptacle units	To be removed	4 single W.T. receptacles	

Location	Existing Fixtures	New Fixtures	Sketch No.
<b>Port Outboard</b>			
15 Lighting fixtures	To be removed	15 guarded steam tight	
4 Receptacle units	To be removed	4 single W.T. receptacles	
<b>Stbd. Inboard</b>			
12 Lighting fixtures	To be removed	12 guarded steam tight	
5 Receptacle units	To be removed	5 single W.T. receptacles	
<b>Port Inboard</b>			
12 Lighting fixtures	To be removed	12 guarded steam tight	
5 Receptacle units	To be removed	5 single W.T. receptacles	
<b>Par. 78 — Dynamo Room</b>			
39 Lighting fixtures	To be removed	36 guarded steam tight	
4 Receptacle units	To be removed	3 W.T. 100 Watt units 4 single W.T. receptacles	
<b>Par. 79 — Engine Room Aft, Starboard</b>			
<b>Lower Level</b>			
26 Lighting fixtures	To be removed	25 guarded steam tight	
4 Receptacles	To be removed	1-200 Watt N.S. W. T. unit 4 single W.T. receptacles	
<b>Operating Platform Level</b>			
33 Lighting fixtures	To be removed	30 guarded steam tight	
6 Receptacle units	To be removed	3-200 Watt N.S. W. T. units 6 single W.T. receptacles	

Location	Existing Fixtures	New Fixtures	Sketch No.
<b>Upper Level</b>			
12 Lighting fixtures	To be removed	12 guarded steam tight	
4 Receptacle units	To be removed	4 single W.T. receptacles	
<b>Par. 80 — Engine Room Aft, Port</b>			
<b>Lower Level</b>			
Operating Platform Level	To be removed	Same as Stbd.	
<b>Upper Level</b>			
Operating Platform Level	To be removed	Same as Stbd.	
<b>Par. 81 — Engine Room, Main</b>			
<b>Operating Platform</b>			
52 Lighting fixtures	To be removed	45 guarded steam tight	
8 Receptacle units	To be removed	7-200 Watt N.S. W. T. units 2-8 gang W.T. receptacles 6 single W.T. receptacles	
<b>Lower Level</b>			
85 Lighting fixtures	To be removed	85 guarded steam tight	
8 Receptacle units	To be removed	4-2 gang W.T. receptacles 4 single W.T. receptacles	
<b>Par. 82 — Main Engine Room Hatch and "A" Deck Passageway</b>			
37 Lighting fixtures	To be removed	1-500 Watt N.S. W. T. units 6-200 Watt N.S. W. T. units 30 guarded steam tight	
4 Receptacle units	To be removed	4 single W.T. receptacles	

Location	Existing Fixtures	New Fixtures	Sketch No.
<b>Par. 83—Store Room Stbd. of Aft Engine Room</b>			
6 Lighting fixtures	To be removed	6 guarded steam tight	
1 Receptacle unit	To be removed	1 single W.T. receptacle	
<b>Par. 84—Blower Rooms Stbd. and Port, in Aft Engine Rooms</b>			
10 Lighting fixtures	To be removed	2-200 Watt N.S. W. T. units	
		8 guarded steam tight	
2 Receptacle units	To be removed	2 single W.T. receptacles	
<b>Par. 85—Store Room Stbd. Main Engine Room</b>			
18 Lighting fixtures	To be removed	18 guarded steam tight	
2 Receptacle units	To be removed	2 single W.T. receptacles	
<b>Par. 86—Starboard Machine Shop</b>			
18 Lighting fixtures	To be removed	18 guarded steam tight	
2 Receptacle units	To be removed	2 single W.T. receptacles	
<b>Par. 87—Aft Refrigerating Room</b>			
20 Lighting fixtures	To be removed	20 guarded steam tight	
2 Receptable units	To be removed	2 single W.T. receptacles	

Location	Existing Fixtures	New Fixtures	Sketch No.
<b>Par. 88—Port Store Room Off Main Engine Room</b>			
	To be removed	Guarded steam tight. Number to be in accord with equipment contained therein.	
<b>Par. 89—Port Machine Shop</b>			
15 Lighting fixtures	To be removed	15 guarded steam tight	
4 Receptacle units	To be removed	4 single W.T. receptacles	
Machine lights		Suitable light at each machine	
<b>Par. 90—Evaporator Room</b>			
13 Lighting fixtures		3-200 Watt N.S. W.T. 10 guarded steam tight	
		2 single W.T. receptacles	
2 Receptacle units			
<b>Par. 91—Blower and Condenser Rooms Port and Stbd. of Main Engine Room</b>			
8 Lighting fixtures		8 guarded steam tight	
2 Receptacle units		2 single W.T. receptacles	
<b>Par. 92—'Tween Deck Bunker</b>			
Ceiling fixtures	To be removed	Special guarded steam tight; design to be approved by Agent. Approximately 2½ times present number of units to be installed.	

Location	Existing Fixtures	New Fixtures	Sketch No.
<b>Par. 93—No. 4 Boiler Room</b>			
80 Lighting fixtures	To be removed	10-200 Watt N.S. W. T. units 70 guarded vapor tight	
6 Receptacle units		4-4 gang W.T. receptacles 2 single W.T. receptacles	
<b>Under Boiler Room Grating</b>			
24 Lighting fixtures		24 guarded vapor tight	
<b>New Port and Stbd. Pump Rooms</b>			
5 Lighting fixtures (each room)		1-200 Watt N.S. W. T. unit 4 guarded vapor tight	
1 Receptacle unit (each room)		1 single W.T. receptacle	
<b>Existing Port and Stbd. Pump Rooms</b>			
2 Lighting fixtures (each room)	To be removed	2 guarded vapor tight	
1 Receptacle unit (each room)		1 single W.T. receptacle	
<b>Par. 94—No. 3 Boiler Room</b>			
		Same as for No. 4 Boiler Room	
<b>Par. 95—No. 2 Boiler Room</b>			
		Same as for No. 4 Boiler Room	

Location	Existing Fixtures	New Fixtures	Sketch No.
<b>Par. 96—No. 1 Boiler Room</b>			
70 Lighting fixtures	To be removed	10-200 Watt N.S. W. T. units 60 guarded vapor tight	
4 Receptacle units		4-4 gang W.T. receptacles	
<b>Under Boiler Room Grating</b>			
		20 guarded vapor tight	
<b>Pump Rooms</b>			
		Same as for No. 4 Boiler Room	
<b>Par. 97 — Transfer and Ballast Pump Rooms, Starboard and Port Frames 219-224 Hold</b>			
9 Lighting fixtures (each room)	To be removed	8 guarded vapor tight 1-200 Watt N.S. W. T. unit	
1 Receptacle unit (each room)		1 single W.T. receptacle	
<b>Par. 98 — Service Supply Pump Rooms</b>			
<b>Port and Stbd. Frames 224-226 Hold</b>			
7 Lighting fixtures (each room)		6 guarded vapor tight 1-200 Watt N.S. W. T. unit	
1 Receptacle unit (each room)		1 single W.T. receptacle	
<b>Par. 99 — Plumber Shop, Blacksmith Shop and Engineer Stores</b>			

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Location	Existing Fixtures	New Fixtures	Sketch No.
Frame 219-224 "J" & "K" Decks		Guarded steam tight fixtures. Number to be in accord with requirements	
Par. 100—Pipe Tunnel, Hold			
Frames 228-270			
Lighting fixtures	To be removed	Guarded vapor tight	
8 Receptacle units	To be removed	8 double W.T. receptacles	
Par. 101 — Pipe Trunk			
Hold to "E" Deck			
8 Lighting fixtures	To be removed	8 guarded vapor tight	
1 Receptacle unit	To be removed	1 single W.T. receptacle	
Par. 102—New Pipe Tunnel			
"K" Deck Frames 223 to 246			
8 Lighting fixtures		8 guarded vapor tight	
2 Receptacle units		2 single W.T. receptacles	
Par. 103—New Pipe Trunk			
"K" to "F" Deck			
6 Lighting fixtures		6 guarded vapor tight	
1 Receptacle unit		1 single W.T. receptacle	
Par. 104 — Listening Room and Access			
6 Lighting fixtures		6 guarded steam tight	
2 Receptacle units		2 single W.T. receptacles	

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Location	Existing Fixtures	New Fixtures	Sketch No.
Par. 105 — Anchor Windlass Room			
27 Lighting fixtures	To be removed	2-200 Watt N.S. W. T. units	
		25 guarded steam tight	
2 Receptacle units		2 double W.T. receptacles	
Par. 106 — Forward Capstan Room			
"E" Deck			
24 Lighting fixtures	To be removed	4-200 Watt N.S. W. T. units	
		20 guarded steam tight	
2 Receptacle units		2 double W.T. receptacles	
Par. 107—Aft Capstan Room			
"E" Deck			
17 Lighting fixtures	To be removed	2-200 Watt N.S. W. T. units	
		15 guarded steam tight	
2 Receptacle units		2 double W.T. receptacles	
Par. 108 — Steering Engine Room			
20 Lighting fixtures	To be removed	20 guarded steam tight	
2 Receptacle units		2 double W.T. receptacles	
Par. 109—Aft Capstan Engine Room "F" Deck			
6 Lighting fixtures	To be removed	6 guarded steam tight	
1 Receptacle unit		1 single W.T. receptacle	



Location	Existing Fixtures	New Fixtures	Sketch No.
<b>Par. 110—Escapes</b>			
	To be removed	Guarded steam tight, at least one every 18 feet	
<b>Par. 111 — Tank Manholes</b>			
	To be removed	Double W.T. recep- tacle to be provided at or near each man hole cover	
<b>Par. 112—All other Stairs, Passages, Switchboard Rooms, Motor Rooms and Chain Lockers and Com- partments Not Specifically Cov- ered in the Prece- ding List</b>			
		New fixtures are to be provided, the number and type to be in accord with the requirements of the room	
<b>Par. 113—Portables</b>			
60 Portable lights		60 vapor tight port- ables similar and equal to No. 570 shown on page 24 F. H. Lovell & Co.'s catalogue. Each to be furnished with 100 ft. port- able wire and at- tachment plug	

Location	Existing Fixtures	New Fixtures	Sketch No.
60 Portable lights		60 non - watertight portables equal to No. 2491 shown on page F-27 Chas. Cory & Son's cata- logue. Each to be furnished with 50 ft. portable wire and attachm't plug	
12 Portable lights		12 portable 200 Watt units. Each to be fitted with 50 ft. portable wire and attachment plug	
<b>Par. 114 — Running and Signal Lights</b>			
Starboard side light	To be removed	Navy standard bat- tleship type, fitted with two lamps and an auxiliary oil fitting	
Port side light	To be removed	Navy standard bat- tleship type, fitted with two lamps and an auxiliary oil fitting	
Masthead light	To be removed	Navy standard bat- tleship type, fitted with two lamps and an auxiliary oil fitting	
Range light	To be removed	Navy standard bat- tleship type, fitted with two lamps and an auxiliary oil fitting	

Location	Existing Fixtures	New Fixtures	Sketch No.
Stern light	To be removed	Navy standard battleship type, fitted with two lamps and an auxiliary oil fitting and to be fitted to conform to U. S. Steam Boat Inspection requirements	
Forward anchor light		Navy type, portable	
After anchor light		Navy type, portable	
Steering light		Navy standard type. Bureau S. E. drawing No. 2057-L.	
Morse light		No. 1768 shown on page F-31 Chas. Cory & Son's catalogue or equal	
Stern dock lights		Two water tight red lights of an approved type	
Binnacle lights	To be refitted with Edison screw base sockets		
Par. 115 — Festoon Lighting			
Streamers		2,000 ft. of twisted pair No. 10 stranded weather proof wire, with weather-proof sockets every three feet. To be made up in sections of 100 ft. with lugs on wire ends	

## SECTION 3

## SCHEDULE OF SWITCH PLATES AND RECEPTACLE PLATES

Location	Existing Plates	New Plates	Sketch No.
<b>Par. 1—Existing 1st Class Suites</b>			
Switch plates	Repaired, refitted and refinished to match hardware. For 28 rooms		
Fan receptacle plates		For fans. Finished to match hardware	Similar to A49235
<b>Par. 2—Existing 1st Class Staterooms</b>			
Switch plates	Repaired, refitted and refinished		Similar to A49235
Fan receptacle plates		For fans	A49235
NOTE: Rooms retaining hardwood finish will retain existing fixture finish			
<b>Par. 3 — New 1st. Class Staterooms</b>			
194 Switch plates		194 at doors	A49234
293 Switch plates		293 at beds	A49233
226 Switch plates		226 at lavatory mirrors	A49065
174 Switch plates		174 at desk and dressing cabinets	A49065
194 Switch plates		194 at sofa	A49237

Location	Existing Plates	New Plates	Sketch No.
Fan receptacle plates		For fans	Similar to A49235
		NOTE: 10 sets of the above to have "Colonial brass" finish for hardwood rooms E480, 479, 507, 506, 511, F-636, 641, 642, 643, 649	
<b>Par. 4 — Public Rooms</b>			
<b>First Class Smoking Room</b>			
13 Fan receptacle plates		13 to be approved	
8 Base receptacle plates		8 to be approved	
<b>First Class Library</b>			
8 Fan receptacle plates		8 to be approved	
5 Base receptacle plates		5 to be approved	
<b>First Class Social Hall</b>			
6 Base receptacle plates		6 to be approved	
<b>First Class Winter Garden</b>			
6 Base receptacle plates		6 to be approved	
<b>First Class Restaurant</b>			
8 Base receptacle plates		3 for plate warmers; to be approved	
6 Base receptacle plates		6 to be approved	
<b>First Class Tea (Card) Room</b>			
4 Fan receptacle plates		4 to be approved	

Location	Existing Plates	New Plates	Sketch No.
4 Base receptacle plates		4 to be approved	
<b>First Class Dining Saloon</b>			
26 Fan receptacle plates		26 to be approved	
36 Base receptacle plates		36 for plate warmers; to be approved	
16 Base receptacle plates		16 to be approved	
<b>First Class Children's Dining Saloon (2 Rooms)</b>			
4 Fan receptacle plates		4 to be approved	
4 Base receptacle plates		4 to be approved	
<b>First Class Servants' Dining Saloon</b>			
2 Fan receptacle plates		2 to be approved	
<b>Second Class Smoking Room</b>			
8 Fan receptacle plates		8 to be approved	
<b>Second Class Social Hall</b>			
8 Fan receptacle plates		8 to be approved	
<b>Second Class Dining Saloon</b>			
16 Fan receptacle plates		16 to be approved	
<b>Third Class Dining Saloon</b>			
12 Fan receptacle plates		12 to be approved	

**GROUP 6****INTERIOR COMMUNICATION SYSTEMS****SECTION 1****GENERAL REQUIREMENTS**

Each interior communication system which operates on fifty-five (55) volts or less shall have an insulation resistance of at least 500,000 ohms; those that operate on one hundred and ten (110) volts shall have an insulation resistance of at least one (1) megohm.

All connection boxes, unless otherwise specified, shall be of the Navy standard type.

Where connections are made on stranded wires in connection boxes, terminals shall be used. The cotton braid shall be served with whipping cord and shellaced. These terminals shall be marked on each side.

Where multiple conductor cables are used, there shall be one spare for each four wires in use, the maximum number of spares required in any one cable to be four.

All wiring shall be installed in accordance with the rules specified in Group 4, Section 1.

The contractor shall supply at least one key for each retained Siemens & Halske connection box.

Low voltage circuits shall not be grouped with light and power cables, except where the limited space requires it.

All of the original instruments and equipment on the vessel are manufactured by Siemens & Halske Co.

**SECTION 2****MAIN ENGINE ORDER TELEGRAPHS****(Port and Starboard)**

This system is for the purpose of transmitting the "Engine Orders" from the bridge to the main engine room, and consists of the following apparatus:

Two (2) port engine transmitters and indicators located on bridge.

Two (2) starboard engine transmitters and indicators located on bridge.

Two (2) pedestals located on bridge (1 port and 1 starboard; 1 port and 1 starboard engine transmitter and indicator are mounted on each of these pedestals.).

Four (4) bells located on bridge (1 for each transmitter and indicator).

Two (2) bulkhead type transmitters and indicators located in the main engine room (1 port and 1 starboard).

Four (4) bells located in the main engine room (2 for starboard and 2 for port indicators).

One (1) distribution panel located in the main engine room.

One (1) transformer located in the main engine room.

One (1) fuse box located in the lower engine room, frame 120.

The two port engine transmitters, located on the bridge, are mechanically inter-connected so that the orders may be transmitted to the engine room from either the port or starboard side of the bridge. The two starboard engine transmitters are similarly connected.

The two engine-room transmitters and indicators are mounted on the forward side of a steel trunk just aft of the control board. These transmitters and indicators are equipped with a 55-volt illuminating lamp which is controlled from a switch located on the instrument.

The distribution panel, which is located aft of the control board, consists of seven double-pole double-throw switches and fuses. These switches are used to connect the various circuits supplied from this panel to either one of the two feeders from this panel to the 110 volt A.C. distribution panel in the existing emergency generator room on "E" deck, aft of the engine-room bulkhead. Current is supplied from this panel to the following systems: the main engine order telegraph system, the high pressure valve system, main valve and engine telegraph alarm system, the reserve engine order telegraph system, reserve valve and engine telegraph alarm system, the boiler telegraph system, the steering and rudder telegraph system, and the shaft revolution indicator system. There are two spare D.P. D.T. switches and fuses on this panel which may be utilized if the occasion arises.

The transformer is located above the distribution panel and the primary winding is connected directly to one of the D.P. D.T. switches on the distribution panel. The secondary side of the transformer supplies 55 volts A.C. to the system. A pilot lamp is connected across the secondary side to indicate when the system is energized. This lamp and the secondary fuses are mounted in a small compartment which forms a part of the transformer case.

The fuse box located in the lower engine room, frame 120 is directly connected to this transformer. It distributes the current to the various instruments of the main engine order telegraph system, to the main valve and engine telegraph alarm system (described in Section 12) and the high pressure valve system (described in Section 10).

This system shall be retained and placed in a first-class and satisfactory operating condition.

The fuses in the distribution panel and transformer shall be replaced with N.E.C. cartridge fuses.

The pilot lamp sockets in the transformers and the illuminating lamp sockets in the telegraphs shall be replaced with candelabra base sockets and lamps of a suitable size and type.

The small fuses in the fuse box located in the lower engine room shall be replaced with Navy standard glass fuses and the large fuses shall be replaced with N.E.C. cartridge fuses. This may be accomplished in the following manner: insert Navy standard fuse clips in the slots of the present clips and securely rivet and solder them in place; insert N.E.C. cartridge fuse clips in the present clips and rivet and solder them in place.

### SECTION 3

#### RESERVE ENGINE ORDER TELEGRAPHS

(Port and Starboard)

This system is for the same purpose as the Main Engine Order Telegraph System described in Section 2, and is to be used in case of derangement of the main engine order telegraph system. This system consists of the following apparatus:

- One (1) port engine transmitter and indicator located on bridge.
- One (1) starboard engine transmitter and indicator located on bridge.
- One (1) pedestal located on bridge (port and starboard engine transmitters and indicators are mounted on this pedestal).
- Two (2) bells located on bridge (one for each transmitter and indicator).
- One (1) starboard engine transmitter and indicator located in main engine room.
- One (1) port engine transmitter and indicator located in main engine room.
- Four (4) bells located in main engine room (two for starboard and two for port indicators).
- One (1) distribution panel located in main engine room.
- One (1) transformer located in main engine room.
- One (1) fuse box located in lower engine room, frame 120.

The transmitters and indicators located on the bridge are each equipped with a 55-volt illuminating lamp, which is controlled by a switch located on the instrument. The transmitter and indicator

for the engine room are mounted on the forward side of a steel trunk, just aft of the control board.

The distribution panel listed above is the same panel that is described under the heading "Main Engine Order Telegraph," Section 2. The transformer is located just above the distribution panel and the primary winding is connected directly to one of the D.P. D.T. switches on the distribution panel. This transformer is similar to the one described under the "Main Engine Order Telegraph," Section 2.

The fuse box located in the lower engine room, frame 120, is directly connected to this transformer. It distributes the current to the various instruments of the reserve engine order telegraph system, and to the reserve valve and engine telegraph alarm system.

As this system is apparently in good condition, it is to be retained and placed in a first-class and satisfactory working order. The fuse clip fittings in the fuse box which is located in the lower engine room, at bulkhead 120, shall be modified so as to permit the use of Navy Standard glass fuses for the fuses of the smaller size, and N.E.C. cartridge fuses for the fuses of the larger size. This modification is to be accomplished in the same manner as outlined under Main Engine Order Telegraph, Section 2.

The pilot lamp socket in the transformer and the sockets in the bridge transmitters and indicators are to be replaced with Edison candelabra base sockets and lamps of a suitable size and type.

### SECTION 4

#### BOILER TELEGRAPH SYSTEM

This system is for the purpose of transmitting the necessary fire orders from the main engine room to the boiler rooms, and consists of the following apparatus:

- One (1) multiple indicator for after fire room transmitters located in the main engine room.
- One (1) multiple indicator for forward fire room transmitters located in the main engine room.
- One (1) transmitter located in the main engine room.
- One (1) bell located in the main engine room.
- One (1) transmitter and indicator, one (1) bell and one (1) fuse box located in each of the following places:
  - No. 1 Boiler room forward and aft.
  - No. 2 Boiler room forward and aft.
  - No. 3 Boiler room forward and aft.
  - No. 4 Boiler room forward and aft.



- One (1) distribution panel located in main engine room.
- One (1) transformer located in main engine room.
- One (1) fuse box located in lower engine room, frame 120.

The engine room transmitter, multiple indicators and bell are mounted on the starboard side of the main control board. One of the multiple indicators is connected to each of the transmitters at the forward firing platform of each boiler room, and the other is connected to the transmitters in the aft firing platform of each boiler room.

The transmitter and indicator alarm bell and fuse box for the forward firing platform of No. 1 boiler room are located on the port side between boilers No. 1 and No. 2. The transmitter and indicator, alarm bell and fuse box for the after firing platform of No. 1 boiler room are located on the port side between boilers No. 7 and No. 8. The transmitters and indicators, alarm bells and fuse boxes for the other three boiler rooms are located in positions similar to those for boiler room No. 1.

The transformer is directly connected to the distribution panel and is similar to the one described under the Main Engine Order Telegraph, Section 2. The distribution panel is described in detail under the Main Engine Order Telegraph, Section 2.

This system is apparently in a good condition, and is therefore to remain and be placed in first-class working order.

The pilot light socket in the transformer shall be replaced by an Edison porcelain base candelabra socket and a lamp of suitable size and type.

The fuse clip fittings in the fuse boxes located in the lower engine room and in each of the boiler rooms shall be modified in the manner described for fuse boxes under the "Main Engine Order Telegraph System," Section 2.

The dials of all transmitters and indicators are to be re-marked to adapt them for the fuel oil installation.

## SECTION 5

### DOCKING AND ANCHOR TELEGRAPH SYSTEMS

Owing to the fact that these two systems have their cables passing through the same connection boxes they will be considered and described under one heading.

The anchor telegraph system is for the purpose of transmitting the necessary orders from the bridge to the forecabin and return.

This system, as the name implies, is used to facilitate the handling of the anchors, and consists of the following apparatus:

- One (1) transmitter and indicator, pedestal type, located at extreme bow on "D" deck.
- One (1) bell located on pedestal of the bow instrument.
- One (1) transmitter and indicator, pedestal type, located on bridge at center line.
- One (1) bell located on pedestal of the bridge instrument.
- One (1) connection and fuse box located on "E" deck forward, frame 223.
- One (1) connection and fuse box located in steering engine room.
- One (1) fuse and connection box located in Wheel House.
- One (1) transformer located in steering engine room. (The connection and fuse boxes and transformer listed above are used in connection with both the anchor and the docking telegraphs.)

The transformer is connected to the 110 volt A.C. distribution panel located in the interior communication central station on "E" deck. The secondary side of the transformer in turn supplies 55 volts A.C. to the system. The transformer is similar to the transformer described under the "Main Engine Order Telegraph System," Section 2. The feed for this system passes from the secondary side of the transformer to the fuse box that is located in the steering engine room; from this point cables of the proper size are lead both aft and forward to the apparatus of the anchor and docking telegraph systems.

Both of the transmitters and indicators on this system are equipped with lights placed in the instrument back of the dials; these lights are controlled by switches on the instrument and operate on 55 volts A.C.

The docking telegraph system is for the purpose of transmitting the necessary orders from the bridge to the after wheel house when ship is being docked. The following instruments comprise the system:

- One (1) transmitter and indicator pedestal type, located on the bridge.
- One (1) bell located on the pedestal of the above instrument.
- One (1) transmitter and indicator, pedestal type, located in the after wheel house.
- One (1) bell located on pedestal of after wheel house instrument.

These instruments are the same as those already described under the anchor telegraph system with the exception of the dial markings which are appropriate for a docking telegraph instrument.

These systems are to be retained; they shall therefore be repaired and placed in a first-class and satisfactory operating condition.

The secondary side of the transformer is to be refitted with N.E.C. cartridge fuses, American Standard porcelain base candelabra sockets and lamps of a suitable size and type.

The fuse clips in the fuse boxes are to be modified so as to permit the use of Navy Standard glass fuses for the fuses of the smaller size and N.E.C. cartridge fuses for the fuses of the larger size. This modification is to be accomplished in the manner described under "Main Engine Order Telegraph," Section 2.

The collector rings of the motors in the transmitting and indicating instruments are to be thoroughly "dressed up" and bearings of these motors cleaned and oiled, tension on the brushes is also to be adjusted to secure smooth operation.

If found necessary, the dials on the telegraphs shall be re-marked to adapt them to the new service of the vessel.

## SECTION 6

### STEERING AND RUDDER TELEGRAPH SYSTEMS

Like the anchor handling and docking telegraph systems, these two systems have their cables passing through the same connection boxes and may, therefore, be considered and described under one heading.

Owing to the fact that some instruments on this system are used on both systems, the instruments and apparatus will all be listed in one list.

The steering telegraph system is installed for transmitting the desired orders from the main to the secondary steering station, namely from bridge to after wheel house.

The rudder telegraph system consists of a transmitter for transmitting the movement of the rudder head to indicators located in the after wheel house, steering engine room, control board in main engine room and wheel house. The angle of the rudder with the keel is indicated instantaneously at all indicating stations. The dials on the indicators are marked in 5 degree steps from zero to 45 degrees. The size of the dial, however, will enable very accurate readings between the main divisions.

- One (1) combined steering telegraph transmitter and rudder indicator, pedestal type located on forward bridge.
- One (1) bell located on pedestal of above instrument.
- One (1) rudder indicator located in wheel house.

One (1) rudder indicator located on main board in main engine room.

One (1) rudder indicator located in steering engine room "E" deck.

One (1) rudder indicator located in wheel house aft.

One (1) steering indicator located in wheel house aft.

One (1) steering telegraph alarm bell located in wheel house aft.

One (1) rudder telegraph transmitter located in steering engine room "E" deck.

One (1) fuse and connection box located in lower engine room, frame 120.

One (1) fuse and connection box located in steering engine room "E" deck.

One (1) fuse and connection box in closet outside of wheel house port side.

One (1) transformer located in main engine room.

Energy is supplied in the form of 110 volts A.C. to the primary side of the transformer from a switch on the A.C. distribution panel located in the Main Engine Room. The secondary side of the transformer furnishes 55 volts A.C. to both systems. This transformer is similar to the transformer for the Main Engine Order Telegraph described in Section 2. From the transformer a feed line passes to the central fuse box of the system which is located in the Lower Engine Room, frame 120. From this box leads are taken to the rudder indicator on the Main Engine Room Board and to the fuse box aft in the Steering Engine Room. This latter box distributes leads to the remaining apparatus of both systems.

The combined steering telegraph transmitter and rudder indicator located on the bridge is fitted with an illuminating lamp for illuminating the dials of the instruments. This lamp is controlled by a switch, outside of the instrument.

As these systems are to be retained they shall be repaired and placed in a first-class and satisfactory operating condition.

The secondary side of the transformer is to be refitted with N.E.C. cartridge type fuses and an American standard porcelain base socket with a lamp of a suitable size and type.

The fuse clip fittings of the fuse box are to be replaced by Navy Standard glass fuse clips and N.E.C. ferrule type fuse clips as has already been described for the Main Engine Order Telegraph System, Section 2.

The collector rings of the motors in the transmitting and indicating instruments are to be thoroughly "dressed up" and bearings of

motors and indicators cleaned and oiled. Tension on the brushes is also to be adjusted to secure smooth operation.

The dials on the steering telegraph shall be repainted to suit the new service of the vessel.

## SECTION 7

### SHAFT REVOLUTION INDICATOR SYSTEM

Direct reading electric shaft revolution indicators are installed for indicating the direction and the number of revolutions per minute of each of the four propeller shafts. These transmitters are of the alternating current type and are similar to the transmitters used in the engine order telegraph systems. This system consists of the following apparatus:

Four (4) A.C. transmitters located as follows:

One (1) in port outboard shaft pulley

One (1) in port inboard shaft alley

One (1) in stbd. inboard shaft alley

One (1) in stbd. outboard shaft alley

Four (4) indicators (one for each shaft) located on main engine control board.

Four (4) indicators (one for each shaft) located in Engineer's Log Room.

Four (4) indicators (one for each shaft) located on bridge.

One (1) distribution panel located in main engine room.

One (1) transformer located in main engine room.

Four (4) fuse boxes located as follows:

One (1) in Wheel House on bridge.

One (1) in Engineers' toilet on "E" deck.

One (1) in Lower Engine Room, frame 120.

One (1) in Dynamo Room on after bulkhead.

The transmitters are connected with the propeller shaft by means of an electrical clutch and a mechanical spur gear. The mechanical spur gear is placed around the propeller shaft. This gear is made in two parts, so as to facilitate the removal of same. The pinion gear on the end of the shaft, of what is termed the electrical clutch, meshes with the gear on the propeller shaft. The pinion gear end of the clutch consists of a series of permanent magnets placed in a horizontal position around the circumference of a drum. The drum which is attached to the shaft of an A.C. transmitter is actuated by and revolves within the permanent magnet. This drum is held in a zero position by means of two springs whose actions oppose each other. When the magnets

are revolved, eddy currents are produced in the drum, which cause it to be displaced from its zero position, the angle of displacement being proportional to the speed of rotation of the magnets. This drum in turn operates the armature of the alternating current transmitter.

The armatures in the indicating instruments being connected to the armature of the transmitter, the indicating instrument takes the same position as the transmitter.

The transformer is directly connected to the distribution panel and is similar to the one described under the "Main Engine Order Telegraph," Section 2. The distribution panel is the same one that is described under the "Main Engine Order Telegraph," Section 2.

This system is apparently in good condition and is therefore to remain and be placed in first-class working order.

One aluminum pointer shall be fitted on the port outboard indicator located in the main engine room, to replace the rubber pointer now on the instrument.

The fuse clip fittings in the various fuse boxes shall be modified in the manner described under the "Main Engine Order Telegraph," Section 2. A small portable adjustable speed motor shall be provided with the necessary connections for testing out the transmitters.

## SECTION 8

### FIREROOM TIME FIRING SYSTEM

The fireroom time firing system now installed in the vessel is to remain as a part of the electrical equipment, but will not be repaired or renewed in any way as this system will not be required with oil being used as a fuel. The reason for retaining it, however, is simply as a precautionary measure in the event of the possibility of coal being used at any time in lieu of oil, at which time the necessary repairs and alterations to the apparatus will be made.

The following list enumerates and gives the location of the various pieces of apparatus now installed.

One (1) electrically operated contact located in the Main Engine Room on the control board, starboard side.

One (1) speed regulator in connection with the above.

One (1) hand and clock operated contact maker in Main Engine Room, on the control board, starboard side.

One (1) fuse and relay box, Main Engine Room at electric substation No. 5.

Four (4) vibrating bells in each fireroom located on ventilators port and starboard.

One (1) fuse box at each of the above bells.

Two (2) branch boxes located under steamtight lights in forward end of No. 3 and No. 4 Boiler Rooms.

The wiring shall be tagged so that it can be readily located at any future time.

## SECTION 9

### ENGINE REVOLUTION TELEGRAPH SYSTEM

This system shall be removed from the ship in as much as it is not considered of any practical value in the operation of the vessel in passenger service.

The system consists of the following apparatus:

One (1) transmitter and indicating instrument, pedestal type, located on bridge.

One (1) bell located on pedestal of the above transmitter.

One (1) transmitter and indicator, bulkhead type, located in Main Engine Room.

One (1) bell located in Main Engine Room.

In addition to the removal of the apparatus for this system, it should be the duty of the contractor to remove all the wiring. This system is fed from electric sub-station No. 5.

## SECTION 10

### HIGH PRESSURE VALVE SYSTEM

The function of this system is to indicate by lamp indicators on the engine room tableau board when the high and low pressure valves are operating in accordance with the operation of the hand wheels on the control board. The system consists of the following apparatus:

One (1) engine room tableau panel located at top of control board.

Fourteen (14) contact makers located as follows:

Four (4) at high pressure ahead and astern turbine valves.

One (1) at intermediate starboard ahead turbine valve.

Four (4) at low pressure ahead and astern turbine valves.

One (1) at low pressure valve astern turbine condenser, port.

One (1) at low pressure valve ahead turbine condenser, port.

One (1) at low pressure valve, manoeuvring and main connection.

One (1) at low pressure valve, ahead turbine condenser, starboard.

One (1) at low pressure valve, astern turbine condenser, starboard.

This system is operated on 55 volts A.C. received from the fuse box for the main engine order telegraph located in the lower engine room at frame 120.

All instruments were manufactured by Siemens and Halske Co.

A large portion of the existing wiring is in a very poor condition and is therefore to be replaced with Navy Standard lead and armored cable.

All the existing sockets are to be replaced with American standard screw-base sockets and fitted with a lamp of a suitable size and type.

## SECTION 11

### LOW PRESSURE VALVE SYSTEM

The function of this system is to indicate by lamp indicators on the engine room tableau board and at the valve control wheels on the control board when the low pressure valves are operating in accordance with the operation of the valve control wheels on the control board.

This system consists of the following apparatus:

Three (3) banks of five (5) lamps, mounted in the engine room tableau (described under and also used for the High Pressure Valve System, Section 10).

Five (5) lamp indicator boxes, one located at each low pressure turbine control wheel on the control board.

Ten (10) contact makers located on the low pressure valves and condenser valves in lower engine room.

Six (6) connection boxes located on after bulkhead of lower engine room.

One (1) connection box located on the after side of forward trunk in main engine room.

One (1) connection box located in lower engine room.

This system is connected to electric sub-station No. 5 through the fuse box located in the lower engine room. As this panel is to be eliminated, a new feed line shall be run from the fuse box to the 110 volt D.C. panel in the interior communication room on "E" deck. In some cases the wiring is in a poor condition; all this shall be replaced with Navy standard lead and armored cable.

All sockets are to be replaced with Edison screw base sockets of either the medium or candelabra type as the situation may require, and each socket fitted with a lamp of a suitable size and type.



## SECTION 12

## VALVE AND ENGINE TELEGRAPH ALARM SYSTEM

This system operates from various turbine throttle valves and is interconnected with main and reserve engine order telegraph instruments in the engine room. Its function is to indicate by means of bells and lamps, when a throttle valve is in a position which does not correspond with the orders received on the main or reserve engine order telegraphs.

The following is a list of the apparatus and its location:

Four (4) bells located on control board, Main Engine Room.

Four (4) red indicating lamps on control board, Main Engine Room.

One (1) contact maker, port, high pressure astern turbine throttle.

One (1) contact maker, port, high pressure ahead turbine throttle.

One (1) contact maker, port, high pressure ahead turbine throttle.

One (1) contact maker, starboard, intermediate pressure ahead turbine throttle.

One (1) contact maker, starboard, high pressure astern turbine throttle.

One (1) contact maker, port, low pressure astern turbine throttle.

One (1) contact maker, port, low pressure ahead turbine throttle.

One (1) contact maker, starboard, low pressure ahead turbine throttle.

One (1) contact maker, starboard, low pressure astern turbine throttle.

One (1) fuse box (already listed under Section No. 3, Reserve Engine Order Telegraph System).

One (1) contact maker (forming a part of port Reserve Engine Order Telegraph, Main Engine Room).

One (1) contact maker (forming a part of starboard Reserve Order Telegraph, Main Engine Room).

Eight (8) junction boxes located in the vicinity of control board, Main Engine Room.

This system is operated on 55 volts A.C. and is supplied from the fuse boxes for the main and reserve engine order telegraph systems located in the lower engine room.

The indicating lamp fixtures on the control board are to be replaced with four guarded steam-tight bulkhead fixtures equipped with red globes.

All contact makers shall be cleaned and adjusted so that they will give a correct indication.

All damaged wiring shall be replaced with Navy Standard lead and armored cable.

## SECTION 13

## ELECTRIC LOG SYSTEM

The ship is equipped with an Anschutz type of electric log. This system, inclusive of apparatus and wiring, is to be entirely removed from the vessel. For the convenience of the contractor the following list and location of apparatus is given.

One (1) recording meter, located in chart house.

One (1) log indicating meter, located in chart house.

One (1) resistance box, located in chart house.

One (1) feeder switch, located in chart house.

One (1) connection box, located in chart house.

One (1) connecting block, located in chart house.

One (1) D.C. generator and one (1) make and break contact arrangement, located in No. 1 boiler room underneath floor grating, between No. 8 and No. 12 boilers.

The contractor shall exercise extreme care in the removal of this generator and equipment, owing to the fact that part of it extends through the keel of the vessel.

## SECTION 14

## TANK AND FEED WATER HEATER ALARM SYSTEMS

Each of the two feed water heaters which are located in the main engine room, one on the port side and one on the starboard, are now equipped with a high level alarm system, consisting of the following apparatus:

One (1) junction box, located on deck above Engineers' platform, Main Engine Room.

One (1) junction box, located on channel stiffener, Main Engine Room, port side.

One (1) junction box, located on channel stiffener, Main Engine Room, starboard side.

One (1) bell, located on channel stiffener, Main Engine Room, port side.



- One (1) bell, located on channel stiffener, Main Engine Room, starboard side.
- One (1) contact maker and float, complete, located on feed tank, port pump space.
- One (1) contact maker and float, complete, located on feed tank, starboard pump space.

This system is now fed from electric sub-station No. 5. This system, including wiring, bells, floats, etc., shall be removed.

The above referred to feed water heaters; the two feed water tanks, one located port and one starboard of the longitudinal bulkhead aft of bulkhead No. 102; the two contact feed water heaters located in the after engine room hatch; the two No. 11 inner bottom wing tanks, between frames 101 and 125, one located port and one starboard, and the two gravity feed lubricating oil tanks located in the after engine room hatch are to be equipped with high and low level alarm systems.

The high and low level contact makers at each tank are to be connected to a watertight annunciator of the lamp type and four 6 inch W. T. (Faraday or equal) bells. The annunciator shall plainly indicate the tanks affected and a red lamp shall indicate a low level alarm and a green lamp a high level alarm. The contact makers on the tank shall be connected to the corresponding lamps in the annunciator. These lamps shall take the full line voltage, a relay shall be connected in parallel with the light which will close the circuit to the four bells. A locked switch shall be installed on each relay which closes the bell circuit. With this arrangement the light will be burning at all times when the tank is full or empty, but the bell can be cut out, and the cutting out of the bell on the one tank will not affect its operation on any other tank.

This watertight annunciator and switches shall be located on the small trunk which now contains the engine order telegraph indicators. The bells shall be located as follows:

- One (1) port, main engine room.
- One (1) starboard, main engine room.
- One (1) after port engine room.
- One (1) after starboard engine room.

These systems shall be wired with Navy Standard lead and armored cable.

The voltage to be used for these systems shall be either 110 or 26, depending on which can be best adapted to the system. In either case, the feed shall be taken from the interior communication central station.

## SECTION 15

## ENGINEERS' WATCH CALL SYSTEM

An Engineer's watch call system consisting of the following apparatus is now installed on the ship.

- One (1) contact maker box in Main Engine Room, Main Control Board.
- One (1) contact maker box in Engineer's Log Room.
- One (1) connection box "G" Deck, port, frame 106.
- One (1) connection box "G" Deck, port, frame 108.
- One (1) connection box "G" Deck, port, frame 205.
- One (1) Bell "G" Deck, starboard, frame 236.
- One (1) Bell "G" Deck, starboard, frame 218.
- One (1) Bell "G" Deck, port, frame 211.
- Two (2) Bells "G" Deck, starboard, frame 163.
- One (1) Bell "G" Deck, port, frame 161.
- One (1) Bell "G" Deck, starboard, frame 133.
- One (1) Bell "G" Deck, port, frame 117.
- One (1) Bell "G" Deck, starboard, frame 108.
- One (1) Bell "H" Deck, starboard, frame 228.
- One (1) Bell "H" Deck, port, frame 227.
- One (1) Bell "H" Deck, starboard, frame 107.

The system shall be modified and extended to adapt it to the new arrangement of accommodations.

The contact maker boxes, located on the control board in the Main Engine Room, and in the Log Room, are connected in parallel. Each switch box contains four contact makers, one operates the bells located in the quarters of the men on No. 1 watch and similarly one for the No. 2 and No. 3 watches; the fourth contact maker operates a 6 inch emergency alarm bell located in the Engineers' quarters.

The bells on the watch circuits, Navy Standard junction boxes and wiring from the bells to the original connection boxes shall be removed. As the bells are of various types, new bells shall be installed. The new arrangement of accommodations will require approximately fifteen (15) 6-inch bells, Faraday or equal. All bells shall be enclosed in a wire mesh guard and all new wiring shall be lead and armored cable.

The original contact maker boxes may be used for the new installation after they have been repaired.

The sockets and the pilot lamps shall be replaced with Edison screw base sockets and lamps.

The 6 inch emergency alarm bell shall be replaced with a new 12-inch bell.

## SECTION 16

### SALINOMETER SYSTEMS

Systems known as salinometer systems are now installed on the vessel, but are in a very incomplete state; for this reason they are to be removed.

Six new systems (Chas. Cory & Sons, drawing C-1463 and C-1464, or equal) are to be installed, four (4) to be of the local reading type and two (2) of the distant reading type.

One of the local reading salinometer systems shall be installed in each of the existing port pump rooms adjoining the boiler rooms. These systems are to be operated on 110 volts D.C. which shall be obtained by connecting the feeder to a local lighting circuit by means of a junction box.

One of the distant reading systems shall have its indicating panel located in the Main Engine Room on the control board. This system shall have its apparatus so designed, that readings may be taken on any of the following:

Auxiliary Cond. Stbd.	Main Cond. port forward
Auxiliary Cond. Port	Main Cond. port aft
Pressure super heater Cond. port	Air pump port forward
Feed line port	Air pump port aft
Pressure super heater Cond. stbd.	Main cond. stbd. forward
Heating exhaust bath tank	Main cond. stbd. aft
Restaurant	Air pump stbd. aft
Feed line stbd.	Air pump stbd. forward

The other distant reading system shall be installed in the Evaporator Room. The panel for this system shall be similar to the one in the Engine Room located in the same position as the panel of the original system. It is to be equipped with the apparatus necessary for taking readings on the six (6) evaporators.

These distant reading systems are to be operated on 26 volts D.C. the feeder being connected to the 26 volt D.C. distribution panel located in the Interior Communication Central Station on "E" deck.

All wiring for these systems shall be Navy Standard lead and armored cable.

## SECTION 17

### WATER-TIGHT DOOR ALARM SIGNAL SYSTEM

The water-tight door alarm signal system consists of a contact maker and bells so located and arranged that signals may be given in advance of the closing of water-tight doors.

The system is operated on 110 volts D.C. and is fed from electric sub-station No. 79, which is in the wheel house; from this point the line runs to a switch located in a wooden cabinet over the W.T. Door hydraulic controller also located in the wheel house; over this box is a tell-tale buzzer and lamp which indicate when the bell circuit is energized. The contact maker is a part of the hydraulic controller and the operating of the controller also operates the contact maker.

Twenty-five of the existing doors are to be removed and one new door installed. The contractor shall therefore remove or relocate the existing bells to adapt them to the new arrangement of doors.

All damaged or defective wiring, the feeder from the electric sub-station and all relocated bells shall be rewired with Navy standard steel and lead armored cable.

All bells shall be repaired where necessary, cleaned and adjusted. In case it is found that it is impossible to hear any of the bells at any of the W.T. doors the contractor shall install additional bells.

The switch located over the controller in the wheel house shall be connected in parallel with the contact maker instead of in series with it. This switch is to be provided with a name plate indicating that it is a test switch.

This system is now connected with the fire alarm bell system; this connection shall be removed by the contractor.

Bells are provided in accordance with the following list:

Door No.	Deck	Bell	Remarks
1	E	1 Bell	
2	E		
3	E		
4	E	1 Bell	
5	E		
6	E	1 Bell	
1	F		
2	F	1 Bell	
3	F		
4	F		
5	F	1 Bell	
6	F		
7	F	1 Bell	
8	F		
9	F		
10	F		
11	F		
12	F		
13	F		

Door No.	Deck	Bell	Remarks
14	F		
15	F	1 Bell	
16	F		
17	F		
18	F	1 Bell	
19	F		
1	G		
2	G	1 Bell	
3	G		
4	G		
5	G	1 Bell	
6	G		
7	G		
8	G	1 Bell	
9	G		
10	G	1 Bell	
11	G		
12	G		
13	G	1 Bell	
14	G		
15	G	1 Bell	
16	G		
17	G	1 Bell	
18	G		
19	G	1 Bell	
1	H	1 Bell	
2	H		Door to be removed
3	H		Door to be removed
4	H	1 Bell	Door to be removed
			Wire to bell to be secured by hangers
5	H		
1	J		
2	J		Door to be removed
3	J		Door to be removed
4	J	1 Bell	Door to be removed
5	J	1 Bell	Door to be removed
6	J	1 Bell	Door to be removed
7	J	1 Bell	Door to be removed
1	K		Door to be removed
2	K		Bell to be installed
3	K		Bell to be installed
4	K		Bell to be installed

Door No.	Deck	Bell	Remarks
5	K		Bell to be installed
6	K		Bell to be installed
7	K	2 Bells	
8	K	1 Bell	Door to be removed
9	K	1 Bell	Door to be removed
10	K	1 Bell	Door to be removed
11	K	1 Bell	Door to be removed
12	K	1 Bell	
13	K	1 Bell	
14	K	1 Bell	
15	K	1 Bell	
1	Hold	1 Bell	Door to be removed
2	Hold	1 Bell	
3	Hold	1 Bell	
4	Hold	1 Bell	Door to be removed
5	Hold	1 Bell	Door to be removed
6	Hold	1 Bell	Door to be removed
7	Hold		Door to be removed
8	Hold	1 Bell	Door to be removed
9	Hold	1 Bell	Door to be removed
10	Hold		Door to be removed
11	Hold	1 Bell	Door to be removed
12	Hold	1 Bell	Door to be removed
13	Hold	1 Bell	
14	Hold	1 Bell	
15	Hold	1 Bell	
16	Hold	1 Bell	
17	Hold	1 Bell	
18	Hold	2 Bells	Bell to be installed

## SECTION 18

## WATER-TIGHT DOOR INDICATOR SYSTEM

This system indicates by means of a tableau board, located in the wheel house, when the water-tight doors are closed; this board contains an individual pilot lamp for each of the water-tight doors. The system is fed from electric sub-station No. 79 and, therefore, operates on 110 volts D. C. Contact makers are fitted to each of the doors and are operated by means of brackets attached to the doors and adjusted to insure perfect "contact" in the contact maker.

The contractor shall modify the indicator panel in the wheel house in a manner approved by the Agent, and remove or relocate the

contact makers and wiring as required for the new arrangement of doors specified in Section 17.

All damaged or defective wiring, the feed line from the electric sub-station, and all relocated contact makers shall be rewired with Navy standard lead and armored cable.

All contact makers are to be repaired, cleaned, and adjusted where necessary.

All sockets in the indicator are to be replaced with candelabra base sockets and refitted with lamps of a suitable size and type. There are several lamp shields missing in the indicator; these are to be replaced by the contractor.

A complete list of doors will be found under the heading "Water-Tight Door Alarm Signal System," Section 17.

## SECTION 19

### ROLLING INDICATOR SYSTEM

The function of this system is to indicate the "rolling" of the ship and record the same. The apparatus is all housed in one cabinet and is not dependent on anything outside of this for its operation with exception of the electrical feed to the motors which is taken from electric sub-station No. 59, on "D" deck.

The cabinet contains the following apparatus:

One (1) motor, set vertically and swiveled, complete with fly wheel and arm for operating pencil recording arm.

One (1) motor for operating the drums on which the chart paper is wound.

One (1) clock work for operating relay that steps off the time intervals.

One (1) arm with pencil for marking off center line of chart paper.

Both motors of this system are operated by 110 volts D.C. and a brief description of this operation follows:

The motors are started up by inserting the portable plug into the outlet on the feed line circuit. Switches are also provided inside of the cabinet. The mechanical clock work is then wound and set in motion. These two operations produce the following result:

One motor operates the chart paper drum and causes the chart to move continuously in one direction, winding up on one drum and unwinding on the other. The other motor operates the recording arm through a lever motion. The recording arm is held in place on the center line by a spring arrangement, so that when the ship is traveling on an even beam the pencil of the recording arm travels over the center line marked on the chart. When the ship "rolls" however, this

motor by reason of being swiveled, maintains a vertical position, thus causing the recording arm to move away from the center line in either one direction or the other in relation to the "roll" of the ship. In this way, the pencil on the recording arm traces a line the distance from the center line which indicates the relative amount of "roll."

The stationary motor causes the chart paper to be run at an even speed under the recording pencils of the apparatus.

As stated in the list of apparatus, the clock work operates a relay which in turn moves the center line recording arm "off center" at certain time intervals. The relay is actuated by current taken from dry cells located inside of the cabinet. The graphic record thus kept, is more easily read.

As this indicator is to be retained, it is to be overhauled and placed in a first-class and satisfactory operating condition.

The apparatus shall be thoroughly cleaned and the feed line permanently rewired with Navy Standard steel armored cable.

A new set of dry cells (two) and a dozen rolls of chart paper shall be provided.

## SECTION 20

### REFRIGERATOR TEMPERATURE INDICATING SYSTEMS

There are at the present time, two (2) refrigerator temperature indicating systems installed on the vessel, one (1) being used to indicate temperature in the refrigerator spaces forward and the other in the refrigerator spaces aft.

Owing to the removal of the forward refrigeration space, the system in these spaces shall be removed. For the convenience of the contractor the following list of apparatus is given:

One (1) thermometer located on "K" deck, frames 245-249, amidships, room No. 4.

One (1) thermometer located on "L" deck, frames 255-260, amidships, room No. 1.

Two (2) thermometers located in hold, frames 260, port and starboard, rooms No. 2 and No. 3.

Two (2) connection boxes located in hold, frame No. 260, port, room No. 2.

One (1) connection box located in hold, after bulkhead of forward ice machine room.

One (1) electric switch box located in hold, after bulkhead in forward ice machine room.

One (1) indicating meter, located in hold, after bulkhead in forward ice machine room.

One (1) set of dry cells in box, located in hold, after bulkhead in forward ice machine room.

The after refrigerator temperature indicating system is for the purpose of indicating the temperature of the cold storage spaces and ice boxes aft and shall be retained.

The system consists of the following equipment:

- One (1) control panel, with galvanometer indicator.
- One (1) battery box, located in ice machinery room.
- One (1) connection box, located on after bulkhead of refrigerator room No. 4, amidships, "K" deck.
- One (1) connection box, located on after bulkhead of refrigerator room No. 14, "K" deck.
- One (1) connection box on bulkhead outside of refrigerator room No. 10A, "K" deck.
- One (1) connection box, located on "F" deck, frame 93, amidships.
- One (1) connection box, located on "F" deck, frame 79, amidships.
- One (1) connection box, located on "C" deck, frame 93.
- Sixteen (16) thermometers (or resistance couples) one (1) located in each of the refrigerator spaces aft on "K" deck.
- One (1) thermometer (or resistance couple) located in meat room, frames 75 to 84, "E" deck.
- One (1) thermometer (or resistance couple) located in butcher shop frame 75, "E" deck.
- One (1) thermometer (or resistance couple) located in butcher shop frame 60, "F" deck.

Thermometers or resistance couples are missing in the following locations:

- One (1) in pantry, frame 110, "F" deck.
- One (1) in pastry room, frame 79, "F" deck.
- One (1) in second class pantry, frame 72, "F" deck.
- One (1) in third class pantry, frame 54, "E" deck.

These stations will be provided with new resistance couples.

In addition to supplying resistance couples as listed above, it will also be the duty of the contractor to place the entire system in first-class operating condition, check the indicating galvanometer with the mercurial thermometers which are located in each of the spaces, supply 25 small resistance coils for control panel, one (1) push button for control panel, and about 25 special connection screws for terminals of control panel. One (1) set of four (4) dry cells connected in series

parallel to give approximately three (3) volts feed for the system. Minor repairs should also be done on the battery box.

All apparatus is of the Siemens and Halske type.

## SECTION 21

### REFRIGERATOR DOOR INDICATING SYSTEM

The refrigerator door signal system for the after refrigerator spaces as now installed on the ship is in a very incomplete and unsatisfactory condition. Only a few of the contact makers remain and some of these are in a state requiring extensive repairs. The system shall therefore be removed. For the convenience of the contractor in removing this apparatus the following list is given:

- One (1) contact maker located on door in No. 1 refrigerator.
- One (1) contact maker located on door in No. 8 refrigerator.
- One (1) contact maker located on door in No. 10 refrigerator.
- One (1) contact maker located on door in No. 11 refrigerator.
- One (1) contact maker located on door in No. 12 refrigerator.
- One (1) connection box located in passage, "K" deck, frame 70.
- One (1) indicating panel located in after ice machine room, hold, starboard side of Main Engine Room.
- One (1) alarm bell located in after ice machine room, hold, starboard side of Main Engine Room.

In addition to the removal of the apparatus it shall also be the duty of the contractor to remove all of the original wiring in connection with this system. This system is operated on 110 volts supplied from lighting panel No. 5 in Lower Main Engine Room. After the removal of the original system a new system will be installed in accordance with the following:

- One (1) 16 light indicator panel similar to No. 1379, page A91 of Charles Cory & Son's catalogue. This panel will be located in approximately the same location as the indicator panel on the original system.
- Eighteen (18) contact makers similar to No. 1332, page A93 of Charles Cory & Son's catalogue.
- One (1) 6-inch vibrating bell (No. 1869, page B5, Charles Cory & Son's catalogue, or equal) to be mounted in connection with indicating panel. Switch will also be provided for cutting out bell.

In cases where compartments have more than one door, the several contact makers shall be connected in parallel, thereby giving one indication on the indicating panel. Navy standard lead and



armored interior communication cable shall be used throughout the installation.

If connection boxes are necessary to facilitate the wiring of this system, these boxes shall be of Navy Standard watertight design, in sizes suitable for the installation.

The system will be operated on 110 volts D.C., feed to be taken from the 110 volt distribution panel in the Interior Communication Central Station on "E" deck.

## SECTION 22

### ELECTRIC CLOCK SYSTEM

Siemens and Halske electrically operated clocks (approximately 241) are now installed in the existing outboard first class staterooms, offices, public rooms and public spaces, Bridge deck rooms, galleys, machinery spaces and a few other rooms. These clocks which are known as the secondary clocks are operated by a master clock located in a cabinet in a small compartment off the port passage on the Bridge deck. The master clock cabinet contains two mechanical clocks, either of which can be used for operating the secondary clocks. The current for this system is supplied from a sixteen cell, one hundred and forty ampere hour, lead plate storage battery, located in electric sub-station No. 77.

The existing clock system shall be retained and modified in the following manner:

The master clocks shall be completely overhauled and simplified. All unnecessary relays and wiring shall be removed and relays that are necessary for the operation of the system shall be repaired or replaced.

The secondary clocks in all passenger staterooms except in the four suites on "C" deck shall be removed. All retained clocks shall be overhauled, oiled and placed in a first class operating condition. The new location and type of case for each clock is indicated in the ensuing schedule. It should be noted that the contractor will be required to furnish new artistic cases for approximately twenty-two clocks. All retained cases of retained clocks shall be refinished.

This system shall be completely rewired. All wiring on "F" deck and above shall be Navy standard armored cable, except in machinery spaces, galley spaces, and spaces exposed to moisture where Navy standard lead and armored cable shall be used. All other wiring shall be Navy Standard lead and armored cable.

The remaining clocks are to be rearranged on four circuits, the number of clocks on each circuit to be approximately the same.

A new lead and armored cable feed line shall be installed from the 26 volt direct current panel in the interior communication central station to the master clock. The existing storage batteries and feed lines shall be removed.

### List of Electric Clocks

#### Nomenclature:

A=Complete nickel case (generally used in first class staterooms).

B=Nickel case rim with wooden socket.

C=Gold plated case set in moulding or wooden socket.

D=Watertight.

E=Similar to "A" except set in joiner work and fitted with a wooden band.

F=Mantle type, wooden case.

S=Existing clock to be retained.

SA=Type A clock to be installed.

SB=Type B clock to be installed.

SC=Type C clock to be installed.

SD=Type D clock to be installed.

SE=Type E clock to be installed.

Location	Deck	Design of Cases	No. of Existing Clocks	No. of Existing Clocks	Design of Existing Cases	Remarks
Suites: Room Nos.						
152A, 150, 152, 154,						
153A, 151, 153, 155,						
160, 162, 161, 163	C	Existing clocks to be retained.				
Wheel House	Bdge	S	1	1	D	
Chart Room	Bdge	S	1	1	B	
Officers' Smoke Room	Bdge	SA	1	0	—	
Fire Alarm Room	Bdge	S	1	1	B	
Log Room	Bdge	S	1	1	B	
Commander's Office	Bdge	SA	1	0	—	
Commander's Stater'm	Bdge	S	1	1	B	
First Officer, port	Bdge	S	1	1	B	
First Officer, port	Bdge	S	1	1	A	
First Officer, port	Bdge	S	1	1	A	
Third Officer, port	Bdge	S	1	1	A	
Third Officer, port	Bdge	SA	1	0	—	
Third Officer, amid.	Bdge	SA	1	0	—	
Second Officer, stbd.	Bdge	S	1	1	A	
First Officer, stbd.	Bdge	S	1	1	B	
Chief Officer, stbd.	Bdge	S	1	1	B	
Captain's Stateroom	Bdge	SA	1	0	—	

Location	Deck	Design of Cases	No. of Clocks	No. of Existing Clocks	Design of Existing Cases	Remarks
Captain's Salon	Bdge	S	1	1	B	
Captain's Library	Bdge	SA	1	0	—	
1st Class Smoking R'm	A	C8	1	1	B	
Lobby at No. 1 Stairway	A	C6	1	1	B	
Radio Office	A	S	1	1	B	
Gymnasium	A	S	1	1	A	
Radio Room	A	S	1	1	A	
Radio Operator	A	S	1	1	A	
Engineers' Smoking Room	A	SA	1	0	—	
Waiters' Stairway, Frame No. 93, port	A	S	1	1	B	
Printing Office	A	S	1	1	B	
Deck Officers' Mess	A	SA	1	0	—	
Frame No. 84 port, outside of Bakery	A	S	1	1	D	
Library	B	S	1	1	C	
Library	B	—	0	1	E	To be removed
First Class Lobby, No. 1 Stairs between	B&C	C4	1	1	C	
First Class Social Hall, Frame No. 168	B	C9 & C9½	1	1	B	
Promenade Deck, Fr. No. 157 Starboard	B	S	1	1	D	
Promenade Deck, Fr. No. 157 Port	B	S	1	1	D	
Winter Garden, Fr. No. 147	B	C10	1	1	C	
Winter Garden, Fr. No. 127	B	S	1	1	C	
Restaurant, Fr. No. 110	B	S	1	1	C	
Waiters' Passage, Fr. No. 98	B	S	1	1	B	
First Class Card Room, Fr. No. 90	B	S	1	1	B	
Promenade Deck, Fr. No. 78	B	S	1	1	D	

Location	Deck	Design of Cases	No. of Clocks	No. of Existing Clocks	Design of Existing Cases	Remarks
First Class Lobby, No. 1 Stairs between	C&D	C15	1	1	B	
First Class Lobby, No. 2 and No. 3 Stairs	C	C5	1	1	C	Existing clock Fr. No. 157 port. New clock Fr. No. 165
First Class Lobby, No. 4 Stairs	C	C4	1	1	B	
After Wheel House	C	SD	1	0	—	
Doctor's Stateroom	D	S	1	1	B	
Doctor's Office	D	S	1	1	B	
First Class Lobby, No. 1 Stairs between	D&E	C15	1	1	B	
First Class Lobby, No. 2 and No. 3 Stairs, Fr. No. 154	D	S	1	1	B	
Passenger Dept. Office	D	S	1	1	E	
First Class Lobby, No. 4 Stairs between	D&E	C4	1	1	B	
Second Class Smoking Room, Fr. No. 80	D	C12	1	1	B	
Second Class Lobby	D	S	1	1	B	
Second Class Social Hall	D	C4	2	0	—	
Third Class Ladies' Lounge	D	SB	1	0	—	
Third Class Smoking Room	D	S	1	1	B	
4th Class Promenade, Fr. No. 261½	E	SD	1	1	B	
First Class Lobby, No. 1 Stairs between	E&F	C15	1	1	B	
First Class Lobby, No. 2 and No. 3 Stairs	E	S	1	1	B	
Purser's Office	E	S	1	1	B	
Purser's Stateroom	E	S	1	1	B	
Baggage Office	E	S	1	1	B	

Location	Deck	Design of Cases	No. of Clocks	No. of Existing Clocks	Design of Existing Cases	Remarks
Chief Steward's Office	E	S	1	1	C	
Telephone Central	E	S	1	1	B	
Asst. Chief Steward	E	S	1	1	A	
Chief Steward's State-room Fr. No. 110	E	S	1	1	B	
First Class Lobby, No. 4 Stairs between	E&F	C4	1	0	—	
Servants' Dining Saloon	E	S	1	1	B	
Interior Communication Central Station	E	S	1	1	D	
2nd Class Stateroom, No. 760	E	—	0	1	A	To be removed
2nd Class Stateroom, No. 762	E	—	0	1	A	To be removed
Chief Engineer's Office	E	S	1	1	A	
Chief Engineer's State-room	E	S	1	1	A	
First Engineer's State-room	E	SA	1	0	—	
First Engineer's State-room	E	SA	1	0	—	
First Engineer's State-room	E	SA	1	0	—	
Engineer's Log Office	E	S	1	1	A	
2nd Class Chief Stew'd	E	SA	1	0	—	
2nd Class Barber Shop	E	SB	1	0	—	
2nd Class Purser's Office	E	SB	1	0	—	
Doctor's Stateroom	E	SA	1	0	—	
Purser's Stateroom	E	SA	1	0	—	
Baggage Master's Stateroom	E	SA	1	0	—	
2nd Class Lobby, Fr. No. 62	E	S	1	1	A	
Firemen's Promenade, Fr. No. 56 port	E	S	1	1	D	
3rd Class Serving Pantry, Fr. No. 54	E	S	1	1	D	

Location	Deck	Design of Cases	No. of Clocks	No. of Existing Clocks	Design of Existing Cases	Remarks
3rd Class Gallery	E	—	0	1	D	To be removed
3rd Class Din'g Saloon	E	SA	2	1	B	
3rd Class Stairs, No. 12, Fr. No. 18	E	S	1	1	B	
Steering Engine Room	E	S	1	1	D	
Passageway, Fr. No. 285	F	S	1	1	D	
4th Class Pantry	F	S	1	1	D	
1st Class Barber Shop	F	S	1	1	B	
Ladies' Hair Dresser	F	SA	1	0	—	
First Class Lobby, No. 2 and No. 3 Stairs	F	C4	1	1	B	
Children's Dining Saloon, Starboard	F	C9	1	1	A	
Children's Dining Saloon, Port	F	C9	1	1	A	
First Class Lobby, Fr. No. 152, Amid.	F	S	1	1	B	
First Class Dining Saloon	F	C1½	1	1	B	
First Class Galley and Pantry	F	C13	3	3	D	
Passageway 2nd Class Galley, Fr. No. 68	F	S	1	1	D	
Chief Cook's Stateroom	F	SA	1	0	—	
2nd Class Din'g Saloon	F	C13	2	0	—	
3rd Class Stair No. 11, Fr. No. 31	F	S	1	1	B	
3rd Class Stair No. 12, Fr. No. 19	F	S	1	1	B	
Passage Port Fr. No. 163	G	S	1	1	D	
Passage Port Fr. No. 126	G	S	1	1	D	
Engineers' Mess	G	S	1	1	A	
1st Asst. Engineer	G	SA	1	0	—	
1st Asst. Engineer	G	SA	1	0	—	
1st Asst. Engineer	G	SA	1	0	—	
Switchboard Room	G	S	1	1	D	
Chief Electrician	G	SA	1	0	—	

Location	Deck	Design of Cases	No. of Clocks	No. of Existing Clocks	Design of Existing Cases	Remarks
Chief Plumber	G	SA	1	0	—	
2nd Class Stairs No. 7 and No. 8	G	S	1	1	B	
3rd Class Stair No. 11	G	S	1	1	B	
3rd Class Stair No. 12	G	SB	1	0	—	
2nd Class Stairs No. 7 and No. 8	H	SB	1	0	—	
Main Engine Room Control Board	J	S	1	1	D	
Starboard Engine Room, Fr. No. 102	J	S	1	1	D	
Port Engine Room, Fr. No. 102	J	S	1	1	D	
Aft Refrigerat'n Space	J	SD	1	0	—	
Aft Ice Machine Room	Hold	S	1	1	D	
Dynamo Room	Hold	S	1	1	D	

Number of existing clocks to be relocated where directed: 15.

## SECTION 23

### ANNUNCIATOR SYSTEMS

#### Par. 1—First Class Cabin Annunciator System

Originally all first class staterooms, baths, etc., were equipped with a "Steward" and "Stewardess" annunciator system. Under the existing conditions, however, only about one-third of these accommodations remain. For this reason, and also due to the fact that the system as originally installed was of a somewhat complicated nature, the remaining portion shall be entirely removed and a new simplified system installed. The first class staterooms, suites, baths, etc., being provided for as completely and effectively as in the original lay-out.

The extent of the new system is clearly outlined in the ensuing list; this list shows the number of sections into which the system is to be divided as well as giving the location of the annunciators and the rooms served by each. While the absolute accuracy of this list is not positive, it is sufficiently correct to be followed quite closely except for the final lay-out.

The annunciators are to be of an ornamental pattern, lamp type, having a double set of "bull's-eyes" that may be observed from either side of the apparatus, each instrument will be designed to provide for ten different indications, that is, provision will be made for the "Steward" and "Stewardess" indications from ten different rooms.

Each annunciator shall contain a single stroke bell which will give an alarm whenever a stateroom push button is pressed. It will be seen from the list that sixty-one (61) of these instruments will be necessary to cover the requirements of the first class quarters.

The push buttons in the staterooms will be arranged on the same plate as the lighting switches, similar to the arrangement used in the original system. "Steward" and "Stewardess" pushes will be located at each bed and at the door to passageway. The pushes in the bath rooms are to be located on the bulkhead so that they may be conveniently reached from the tub; these pushes will be similar in design to the pushes used in the staterooms, with the exception of the enclosing case, which will be particularly designed for bulkhead mounting and bath room use.

A reset push button is to be mounted at the door outside of each room, the function of this being to reset the annunciator, this resetting being done by the attendant when answering the "call."

A lamp type annunciator, for checking purposes, is to be installed in the office of the first class steward. This apparatus will indicate both audibly and visually when a "call" is registered on any of the various sectional annunciators. The audible feature is to be arranged so that it may be "cut-out" if desired.

The wiring throughout the staterooms and passageways shall be Navy standard bell wire formed up in cables in an approved manner. In bath rooms and similar locations, however, steel and lead armored interior communication cable shall be used. The passageway wiring is to be grouped and run on metal pans to which it is to be secured by metal straps fastened to the pan by means of machine screws.

This system shall be fed from the 26-volt panel in the interior communication central station.

Sec. No.	Location	Rooms Served
1—"C" Deck, Stbd. Passage, Fr. 228.....		101, 103, 105, 107, 109, 113, 115, 117, 119.
2—"C" Deck, Port Passage, Fr. 228.....		100, 102, 104, 106, 108, 110, 114, 116, 118, 120.
3—"C" Deck, Stbd. Passage, Fr. 210.....		111, 121, 123, 125, 127, 129, 131, 133, 135, Gent's Toilet No. 1.
4—"C" Deck, Port Passage, Fr. 210.....		Ladies' Baths No. 2 & No. 3, 112, 122, 124, 126, 128, 130, 132, 134.

Sec. No.	Location	Rooms Served
5—"C" Deck, Stbd. Passage, Fr. 193.....		Baths 151, 153 & 155, 137, 139, 149, 151, 153, 155.
6—"C" Deck, Port Passage, Fr. 193.....		Baths 150, 152 & 154, 136, 138, 148, 150, 152, 154.
7—"C" Deck, Amid Passage, Fr. 192.....		140 to 147 inclusive.
8—"C" Deck, Amid Passage, port, Fr. 146....		Gent's Baths No. 6 & No. 7, 156, 158, 160, 162, 164, 160, Bath 160, 162
9—"C" Deck, Amid Passage, stbd. Fr. 146....		Ladies' Baths No. 4 & No. 5, 157, 159, 161, 163, 165, 167, Bath 161-163.
10—"C" Deck, Amid Passage, port, Fr. 118....		Bath 168-170, Bath 172-174, Bath 176-178, 168, 170, 172, 174, 176, 178, 180.
11—"C" Deck, Amid Passage, stbd., Fr. 118....		Bath 169-171, Bath 173-175, Bath 177-179, 169, 171, 173, 175, 177, 179.
12—"C" Deck, Port Passage, Fr. 112.....		Baths 180-182, 184, 186, 188, 190, 192, 194, 196, 198.
13—"C" Deck, Stbd. Passage, Fr. 102.....		Bath 181-183, 181, 183, 185, 187, 189, 191.
14—"D" Deck, Port Passage, Fr. 226.....		1st Asst., 28-B, 200, 202, 204, 206, 210, 212, 214, 216.
15—"D" Deck, Stbd. Passage, Fr. 226.....		Waiting room, 201, 203, 205, 209, 211, 213, 215, 217, 219.
16—"D" Deck, Port Passage, Fr. 210.....		Gent's baths No. 3 & No. 4, 208, 218, 220, 222, 224, 226, 228.
17—"D" Deck, Stbd. Passage, Fr. 210.....		Ladies' baths 1 & 2, 207, 221, 223, 225, 227, 229.

Sec. No.	Location	Rooms Served
18—"D" Deck, Port Passage, Fr. 192.....		Baths 262, 264, 246, 248, 256, 258, 260, 262, 264, 266.
19—"D" Deck, Stbd. Passage, Fr. 192.....		Baths 263-265, 247, 249, 257, 259, 261, 263, 265.
20—"D" Deck, Amid Passage, port, Fr. 192....		230, 232, 234, 236, 238, 240, 242, 244.
21—"D" Deck, Amid Passage, stbd., Fr. 192....		231, 233, 235, 237, 239, 241, 243, 245.
22—"D" Deck, Port Passage, Fr. 170.....		Baths 272-274, 250, 252, 254, 268, 270, 272, 274.
23—"D" Deck, Stbd. Passage, Fr. 170.....		Baths 273-275, 251, 253, 255, 267, 269, 271, 273, 275, 277.
24—"D" Deck, Port Passage, Fr. 156.....		Baths 276-278, 276, 278, 280, 300, 302, 304, 310, 312.
25—"D" Deck, Stbd. Passage, Fr. 156.....		Baths 277-279, Baths, Passenger Office, 279, 281, 301, 307, 309, 311, 313.
26—"D" Deck, Port Passage, Fr. 134.....		306, 308, 314, 316, 318, 320, 322, 324, 326, 328.
27—"D" Deck, Stbd. Passage, Fr. 134.....		315, 317, 319, 321, 323, 325, 327, 329, 331, 335.
28—"D" Deck, Port Passage, Fr. 113-14.....		Baths 336-338, 330, 332, 334, 336, 338, 340, 342, 344, 346.
29—"D" Deck, Stbd. Passage, Fr. 113-14.....		Baths 337-339, 333, 337, 339, 341, 343, 345, 347, 349.
30—"D" Deck, Port Passage, Fr. 108.....		Baths No. 7, No. 8, No. 9, 348, 350, 352, 354, 356, 358, 360.
31—"D" Deck, Stbd. Passage, Fr. 99.....		Baths No. 10, No. 11, No. 12, 351, 353, 355, 357, 359.



Sec. No.	Location	Rooms Served
32—"E" Deck, Port	Passage, Fr. 231.....	Men's toilet, Bath, 400, 410, 412, 414, 416 (Bath 410-412) (Bath 414-416).
33—"E" Deck, Stbd.	Passage, Fr. 231.....	Women's toilet, Bath, 401, 409, 411, 413, 415, (Bath 409 & 411), (Bath 413-415).
34—"E" Deck, Port	Passage, Fr. 217.....	Bath 426, 402, 418, 420, 422, 424, 426 (Bath 418-420), (Bath 424).
35—"E" Deck, Stbd.	Passage, Fr. 217.....	Bath 425, 403, 417, 419, 421, 423, 425, Bath 417-419, Bath 423.
36—"E" Deck, Port	Passage, Fr. 207.....	Men's toilet. 404, 406, 408, 428, 430, 432, 434, 435.
37—"E" Deck, Stbd.	Passage, Fr. 207.....	Bath 427, Bath 433, 405, 407, 427, 431, 433, 435 Women's toilet.
38—"E" Deck, Amid	Passage, Fr. 194.....	Women's bath, Wom- en's bath, Women's bath, 439, 440, 438, 465, 466, Men's bath.
39—"E" Deck, Amid	Passage, Fr. 194.....	441, 442, 443, 444, 445, 446, 447, 448, 455, 456.
40—"E" Deck, Port	Passage, Fr. 179.....	Bath 478-480, 468, 470, Bath, 472, 474, 474 W.C., 476, 478, 480.
41—"E" Deck, Stbd.	Passage, Fr. 179.....	Bath 477-479, 467, 469 Bath, 471, 473, 473 W.C., 475, 477, 479.
42—"E" Deck, Port	Passage, Fr. 170.....	450, 452, 454, 458, 460, 462, 464, 482, 482 Bath.
43—"E" Deck, Stbd.	Passage, Fr. 170.....	449, 451, 453, 457, 459, 461, 463, 481, 481 Bath.

Sec. No.	Location	Rooms Served
44—"E" Deck, Port	Passage, Fr. 158.....	484 Bath—484, 486, 488, 490, 492, 494, Bag- gage Office.
45—"E" Deck, Stbd.	Passage, Fr. 158.....	484 W.C., 491, 491 W.C., 493, 493 Bath, Purser's Off., 483, 483 Bath, Purser's state- room, 485.
46—"E" Deck, Port	Passage, Fr. 142.....	500, 502, 504, 506, 508, 510, 512, Bath, Men's W.C.
47—"E" Deck, Stbd.	Passage, Fr. 142.....	511, 513, 507 Bath, Women's toilet, Women's bath, 501, 503, 505, 507, 509.
48—"E" Deck, Port	Passage, Fr. 123.....	514, 516, 518, 520, 522, 524, 526, 528, 530.
49—"E" Deck, Stbd.	Passage, Fr. 123.....	515, 517, 519, 521, 523, 525, 527, 529, 531.
50—"E" Deck, Port	Passage, Fr. 110.....	Men's toilet, Asst. Chief Stew., 532, 534, 536, Bath, Bath, Bath.
51—"E" Deck, Stbd.	Passage, Fr. 110.....	Women's bath, Wom- en's bath, Women's bath, 533, 533 Bath, 535, 535 Bath, 537, Women's toilet.
52—"F" Deck, Port	Passage, Fr. 230.....	Women's bath, Wom- en's bath, 600, 602, 604, 606, 610, 612, Women's toilet.
53—"F" Deck, Stbd.	Passage, Fr. 230.....	Men's bath, Men's bath, 601, 603, 605, 607, 609, 611, Men's toilet.
54—"F" Deck, Port	Passage, Fr. 218.....	614, 616 (Bath 614- 616, 618-620), (Bath 618-620), (Bath 624- 626), 622, 624, 626.

Sec. No.	Location	Rooms Served
55—"F" Deck, Stbd. Passage, Fr. 218.....		613, 615 (Bath 613-615), 617, 619 (Bath 617-619), (Bath 623-625), 621, 623, 625.
56—"F" Deck, Port Passage, Fr. 205.....		628, 630 (Bath 628-630), Men's toilet, Men's bath. 632, 634, 636, 638.
57—"F" Deck, Stbd. Passage, Fr. 205.....		Women's toilet and baths, 627, 629, Bath 629, 631, 633 (Bath 631-633), 635, 639.
58—"F" Deck, Port Passage, Fr. 188.....		652, 654, Bath, Hair dresser, 640, 642, 644, 646, 648, 650.
59—"F" Deck, Stbd. Passage, Fr. 188.....		655, Bath, Barber, 641, 643, 645, 647, 649, 651, 653.
60—"F" Deck, Port Passage, Fr. 169.....		656, 658, 660, 662, 664, 666.
61—"F" Deck, Stbd. Passage, Fr. 169.....		657, 659, 661, 663, 665, 667.

#### Par. 2—Second Class Cabin Annunciator System

A very small part of the original annunciator system remains in the vessel, for this reason it is to be entirely removed and a new system provided, the design of which will be similar to the system used in the first class cabins.

The annunciators to be used will accommodate twenty-four (24) rooms. The push button construction will be similar to that used in the first class cabin system with the exception of the external case which will be arranged for surface mounting on joiner work. There will be an annunciator, for checking purposes, installed in the office of the second class steward; reset push buttons shall be provided at the doors outside of the rooms, similar to the arrangement used in the first class quarters.

Only one pair, that is one (1) Steward and one (1) Stewardess push button, will be installed in a room, this pair of buttons will be located on the bulkhead in a position at the head of the berths, so that the pushes may be conveniently operated from either of the berths. The pushes used in the toilets will be similar to those used in similar spaces in first class quarters.

The following list shows the number of sections into which the system will be divided as well as the location of the various annunciators and the rooms served by each. If it is found that this list is incomplete in any way, it will be required of the contractor to furnish such additional apparatus, and install same as may be required to make it operative and effective throughout these quarters.

The wiring for this system shall be of the same type as that used for the first class annunciator system. The system shall be fed from the 26-volt D.C. panel in the interior communication central station.

Section No.	Location	Rooms Served
1—"C" Deck, in passage, Fr. 79, port.....		700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, Men's bath and toilet — Women's bath — Women's toilet.
2—"E" Deck, in passage, Fr. 90, port.....		732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, Toilet, Bath, Bath, Bath, Bath.
3—"E" Deck, in passage, Fr. 90, stbd.....		Toilet, 749, 751, 753, 755, 757, 759, 761, 763, 51, 52, 53, 54, 50, Barber, Doctor.
4—"G" Deck, in passage, Fr. 78, port.....		800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, Bath, Bath, Toilet.
5—"G" Deck, in passage, Fr. 78, stbd.....		833, 835, 837, 839, 841, 843, 845, 847, 849, Bath, Bath, Bath.
6—"G" Deck, in passage, Fr. 66, amid.....		838, 840, 842, 846, 848, 844, 850, 852, 854, 856, 858, 860, Toilet, Bath, 851, 853, 855, 857, 859, 861.

Sec. No.	Location	Rooms Served
7—"H" Deck, in passage, Fr. 81, stbd.....		900, 912, 914, 916, 918, 913, 915, 917, 919, 901, 903, 905, 907, 909, 911, 920, 921, 922, 923, 924, 925, 926, 927.
8—"H" Deck, in passage, Fr. 67, port.....		902, 904, 906, 908, 910, 928, 930, 932, 934, 952, 954, 956, 958, 962, 964, 968, 970, 972, 974.
9—"H" Deck, in passage, Fr. 67, stbd.....		929, 931, 933, 935, 953, 955, 957, 959, 969, 965, 967, 971, 973, 975.
10—"H" Deck, in passage, Fr. 66, amid.....		936, 937, 938, 939 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 960, 961, 963.

#### Par. 3—First Class Smoking Room Annunciator System

The existing system is in a very poor condition, and is therefore to be removed and replaced with a new system.

The new system shall consist of approximately sixteen wooden push buttons located in the First Class Smoking Room, connected to a twenty (20) drop non-watertight annunciator and buzzer located in the bar just aft of the Smoking Room. The push buttons shall correspond to the surrounding woodwork.

The wiring shall be the same as that for the first class cabin annunciator system. The feed shall be taken from the 26-volt D.C. panel in the Interior Communication Central Station.

#### Par. 4—Second Class Smoking Room Annunciator System

A large portion of the original second class smoking room annunciator system is missing. This remaining portion shall be removed and a new system installed. The new system shall consist of the following:

One (1) 15 drop non-watertight annunciator.

Sixteen (16) non-watertight wooden push buttons to match surrounding wood work.

The wiring for this system shall be similar to that used for the first-class cabin annunciator system. The feeder for this system may be connected to the second class stateroom annunciator circuit feeder.

#### Par. 5—Swimming Pool Annunciator System

Owing to the incomplete and unsatisfactory condition of the existing system, it is to be entirely removed and replaced with a new similar system.

The new system shall consist of approximately thirty-two (32) watertight push buttons, equal to those shown on page B-23 of Charles Cory and Son's catalogue, and a thirty-five (35) drop non-watertight annunciator containing a 3" bell.

The annunciator shall be located in the swimming pool office.

The push buttons which are to be located in the various dressing rooms and in the Light Bath and Water Treatment Room, are to be mounted on a wooden block, which has a hole sufficient in size to permit the cable to enter through the back.

All wiring shall be Navy standard steel and lead armored interior communication cable, and shall be run concealed behind the plastering or compo board.

This system shall be fed from the 26-volt D.C. panel in the Interior Communication Central Station.

#### Par. 6—Bridge Deck Officers' Annunciator System

The existing annunciator system on the Bridge Deck in the Officers' rooms, wheel house, etc., shall be removed and a new system installed.

The new system shall consist of a twenty-four (24) drop N.W.T. annunciator, fifteen (15) N.W.T. push buttons mounted in switch plates, in officers' rooms, two (2) watertight push buttons for wheel house and four (4) push buttons similar to those used in the first class cabin bath rooms. All wiring shall be similar to that used for the first class cabin annunciator system. The system shall be fed from the 26-volt D.C. panel in the Interior Communication Central Station.

#### Par. 7—Hospital Apprentice Annunciator System

During the operation of the vessel by the Navy, a hospital Apprentice Annunciator System was installed in the hospital spaces. At the present time the equipment pertaining to this system is practically non-existent, with the exception of a Navy standard connection box and a number of short wires connected to the same. This box and wiring shall be completely removed.

### SECTION 24

#### FIRE ALARM BELL SYSTEM

The existing fire alarm bell system consists of approximately thirty-two (32) bells, five switches and a push button.

The thirty-two (32) bells are divided into five circuits, any circuit of which may be operated independently by means of the five switches which are located within a cabinet in the Wheel House. There is a push button located near these switches which will ring all the bells simultaneously. The bells are located in the Officers' quarters, crew's quarters, machinery spaces and boiler rooms.

All existing wiring and bells for this system shall be removed.

New bells are to be installed throughout the passenger and crew accommodations, in accordance with the requirements of the Agent and Steamboat Inspection Service. These bells are to be divided into several circuits. The circuits for the passenger accommodations shall be independent of the crew circuits. Each circuit shall be controlled from a switch in the Wheel House; the existing double-pole knife switches may be used for the new installation. There shall also be a switch and a momentary contact maker connected to these circuits so that all the bells can be operated continuously or intermittently.

These bells shall be wired on the two-wire system with a fuse for each bell. The tone of all bells shall be similar, and of such a nature that it will not be confused with the watertight door bells or other bells. The feeder shall be connected to electric sub-station No. 79. All wiring shall be lead and armored cable.

Glass notice frames shall be provided at each bell.

#### LIST OF EXISTING BELLS

Bell Circuit	No. of Bells	Deck	Location
Stoker and trimmer	1	H	After bulkhead frame 220 (port).
	1	H	Fwd. bulkhead frame 216 (stbd.).
	1	G	Firemen's passage fr. 226 (port).
	1	G	Firemen's passage fr. 210 (port).
	1	G	Firemen's passage fr. 183 (port).
	1	G	Firemen's passage fr. 161 (port).
	1	G	Firemen's passage fr. 125 (amids).
	1	G	Firemen's passage blkhd. 137 (amids).
	1	G	Frame 112 outside Engineers' pantry.
Officers and sailors	1	Bridge	Officers' quarters.
	1	E	Engineer's Log Room, fr. 73.
	1	F	Fr. 26, amidships, bell is missing.

Bell Circuit	No. of Bells	Deck	Location
Household employees	1	E	Fr. 271, amidships.
	1	E	After blkhd. 56, amidships.
	1	F	Fr. 285, amidships.
	1	F	Fr. 72, port.
	1	F	After blkhd. 93, amidships
	1	K	Forward storeroom, fr. 263.
	1	J	After storeroom, fr. 71, amids.
Boiler rooms	1	J	No. 1 boiler room, forward; gong missing.
	1	J	No. 1 boiler room aft.
	1	J	No. 2 boiler room, forward.
	1	J	No. 2 boiler room, aft.
	1	J	No. 3 boiler room, forward.
	1	J	No. 3 boiler room, aft.
	1	J	No. 4 boiler room, forward.
Engineers	1	J	No. 4 boiler room, aft.
	1	J	Main engine room, amids., fr. 112.
	1	J	Port engine room, amids., fr. 99.
	1	J	Stbd. engine room, aft, blkhd., fr. 102.
	1	Hold	Dynamo room, aft. blkhd., fr. 86.

#### SECTION 25

##### MANUAL FIRE ALARM SYSTEM

This system is for the purpose of manually "turning in" an alarm of fire to the Fire Watchmen's Station on Bridge Deck and the Main Engine Room. The existing system consists of the following apparatus:

- One 27 station indicating panel located in the fire watchmen's station on the port side, Bridge deck.
- One 27 station indicating panel located on the control board Main Engine Room.
- One fire alarm box located on A Deck, forward at No. 1 stairway.
- One fire alarm box located on A Deck, aft Ritz Galley.
- One fire alarm box located on B Deck, forward No. 1 stairway.
- One fire alarm box located on B Deck, amidship No. 2 stairway.
- One fire alarm box located on C Deck, amidship No. 2 stairway.
- One fire alarm box located on C Deck, after lobby, No. 4 stairway.
- One fire alarm box located on D Deck, forward deckhouse, No. 2 hatch.

- One fire alarm box located on D Deck, forward, No. 1 stairway.
- One fire alarm box located on D Deck, aft, No. 7 stairway.
- One fire alarm box located on E Deck, forward, No. 2 hatch.
- One fire alarm box located on E Deck, forward, No. 1 stairway.
- One fire alarm box located on E Deck, aft, near engineer's log room.
- One fire alarm box located on E Deck, aft, No. 12 stairway.
- One fire alarm box located on F Deck, forward, carpenter shop.
- One fire alarm box located on F Deck, amidship, No. 2 stairway.
- One fire alarm box located on F Deck, aft, No. 12 stairway.
- One fire alarm box located on G Deck, forward of No. 1 hatch.
- One fire alarm box located on G Deck, forward of No. 2 hatch.
- One fire alarm box located on G Deck, amidship athwartship alleyway.
- One fire alarm box located on G Deck, aft, No. 7 and No. 8 stairways.
- One fire alarm box located on G Deck, aft, No. 9 and No. 10 stairways.
- One fire alarm box located on G Deck, No. 12 stairway.
- One fire alarm box located on J Deck, aft provision room, No. 4 hatch.
- One fire alarm box located on K Deck, fwd. provision room, No. 2 hatch.
- One connection box located on C Deck, port, frame 92, inside of stairway.
- One connection box located on D Deck, port, frame 92, inside of stairway.
- One connection box located on E Deck, port, frame 92, inside of stairway.
- One connection box located on F Deck, port, frame 95, inside of stairway.
- One connection box located on G Deck, port, frame 100, firemen's passage.

The two existing fire alarm indicating panels shall be removed and replaced with new annunciators. The new annunciators are to be located in the same places as the existing annunciators. Approximately sixteen (16) new boxes shall be added, the new boxes to be similar to the existing.

The operation of the system shall be as follows: The red lamp at each box shall be connected across the alarm box contact maker; this box shall be connected to a relay, located at or near the annunciator which will ring a trouble bell when the lamp at the fire alarm box

burns out or the circuit to the box is opened. The relay shall also operate the annunciator and a continuously ringing fire alarm bell when the contact maker in the fire alarm box is closed. This arrangement will require a relay and annunciator drop for each box. The existing system operates in this manner except there is no indication given when a lamp burns out or the circuit is opened.

All new circuits shall be wired with Navy standard lead and armored cable. All damaged or defective wiring shall be replaced and all alarm boxes overhauled. The feeder shall be connected to the emergency switchboard.

The circuits to the automatic sprinkler system shall be removed. Keys shall be supplied for all fire alarm boxes, and a suitable number of framed charts provided.

The additional boxes shall be located approximately as follows:

- One, E Deck frame 248
- One, E Deck frame 120
- One, F Deck frame 90
- One, G Deck frame 210
- One, G Deck frame 180
- One, J Deck frame 275
- One, J Deck frame 255
- One, Forward Pipe Tunnel
- Two, No. 1 Boiler Room at each control for foamite fire extinguisher
- Two, No. 2 Boiler Room at each control for foamite fire extinguisher
- Two, No. 3 Boiler Room at each control for foamite fire extinguisher
- Two, No. 4 Boiler Room at each control for foamite fire extinguisher
- One, No. 1 Boiler Room 'Tween Deck Bunker Space
- One, No. 2 Boiler Room 'Tween Deck Bunker Space
- One, No. 3 Boiler Room 'Tween Deck Bunker Space
- One, No. 4 Boiler Room 'Tween Deck Bunker Space
- One, Dynamo Room

## SECTION 26

### AUTOMATIC FIRE ALARM SYSTEM

The existing thermostatic fire alarm system consists of an indicating panel located in the Fire Watchmen's station on the Bridge Deck, and thermostats located in the various compartments of the



vessel. This system shall be entirely removed. It will be noted, however, that a large number of these thermostats are missing.

If it is found in removing the wiring that it is impossible to remove some of the large cables without disturbing the lighting and power feeders, the contractor shall consult with the Agent as to whether they shall be removed, the Agent's decision to be final in all cases.

A new automatic fire alarm system of the Aero type or equal shall be installed in every compartment, room, etc., throughout the vessel, except those compartments covered by the Rich System specified in Title VII, Section 12, Par. 3, and the Shaft Alleys, Dynamo Room, Main Engine Room, Aft Engine Rooms, Boiler Rooms, Pipe Tunnels, Pipe Trunks and Escapes.

The type, lay-out, construction, etc., of this system shall be approved by the Agent.

The annunciator for this system shall be located in the Fire Watchmen's Station on the Bridge Deck.

This system shall be fed from the 26-volt D.C. panel in the Interior Communication Central Station. All wiring shall be Navy standard lead and armored cable and all connection boxes shall be Navy Standard.

## SECTION 27

### TELEPHONE SYSTEMS

#### Par. 1—Engine and Boiler Room Loud Speaking Telephone System

The engine and boiler room system provides communication between the boiler rooms, engine rooms, engineer's log room, chief engineer's office, steering engine room and the dynamo room.

This system consists of the following equipment:

- Four (4) telephones, bells and selective switch and lamp indicating boxes (one set located in each boiler room).
- Two (2) telephones, bells and selective switch and lamp indicating boxes (one located in port engine room and one in starboard engine room).
- One (1) telephone, bell and two (2) selective switch and lamp indicating boxes located in the main engine room.
- One (1) telephone and buzzer located in engineer's log room.
- One (1) telephone and buzzer located in engineer's office.
- One (1) telephone and bell located in steering engine room.
- One (1) telephone and bell located in dynamo room.
- One (1) fuse box located amidship port engine room.

One (1) connection box located in main engine room, port, "J" Deck.

One (1) connection box located in engineer's toilet near log room on "E" Deck.

With this system, communication may be established as follows:

The main engine room can call any other telephone, the port engine room can call the boiler, main and starboard engine rooms, the starboard engine room can call the boiler, main and port engine rooms.

The boiler rooms can call any other boiler room and the main, starboard and port engine rooms, the log room can call the main engine room, the engineer's office can call the main engine room, the steering engine room can call the main engine room and the dynamo room can call the main engine room.

This system is supplied from the 26 volt D.C. panel in the interior communication room. As these phones will be operated at certain times from the motor generator set, an absorber for the harmonics produced by this generator shall be installed, the object of this being to eliminate the noise on the telephone circuit.

Impedance coils are connected in the feeder so that the actual operating voltage is approximately sixteen (16) volts.

All this equipment shall be placed in a first-class and satisfactory operating condition.

New rubber ear pieces shall be installed on the boiler, engine and steering engine room telephones.

Several of the telephone receiver arms are in a very poor condition and are to be repaired or replaced. A large number of cover screws are missing and shall be replaced.

All the remaining wiring shall be replaced with Navy standard lead and armored interior communication cable. A large portion of the system is now wired with Navy Standard lead and armored cable.

All switch and lamp indicator boxes shall be cleaned, the contacts adjusted, fuses replaced with 3 ampere Navy standard glass fuses, the lamp sockets replaced with candelabra sockets and each socket fitted with a lamp of a suitable size and type.

The fuse box in the port engine room shall be replaced with a junction box.

Each receiver arm shall be fitted with a phosphor bronze spring to return it to the vertical position when not in use.

New gaskets shall be installed and all bells adjusted.

An engraved brass instruction plate, containing the method of operating the phones, shall be installed on each telephone.

There is a casing for a loud speaking telephone in the passageway on "G" Deck at frame No. 174; this and all the wiring to the same shall be removed.

#### Par. 2—Maneuvering Loud Speaking Telephone System

The maneuvering loud speaking telephone system consists of fourteen (14) permanent telephones and one (1) portable telephone.

These telephones and equipment are located as follows:

- Seven (7) telephones with bells in wheel house.
- One (1) portable telephone and connection in wheel house.
- One (1) telephone with two (2) bells in after wheel house.
- One (1) telephone with bell in the crow's nest.
- One (1) telephone with bell in forecabin.
- One (1) telephone with bell at after capstan engine, frame No. 62.
- One (1) telephone with bell in main engine room.
- One (1) telephone with buzzer in engineer's log room.
- One (1) telephone with bell in steering engine room.
- One (1) connection for a portable telephone in after wheel house.
- One (1) fuse and connection box outside of wheel house in submarine signal closet.

These telephones are connected in pairs, that is, each telephone in the wheel house is permanently connected to one other telephone.

The fuse and connection box, in the submarine signal closet, contains the connections for all these telephones. These circuits are all connected to one feeder in the fuse and connection box which is connected to the 26-volt panel in the interior communication central station. Impedance coils are connected in the feeder so that the actual operating voltage is approximately sixteen (16) volts.

This system shall be placed in a first-class and satisfactory operating condition.

Approximately seven (7) new diaphragms and four (4) new rubber ear pieces shall be installed.

One (1) new portable telephone with suitable plug and one hundred (100) feet of cable shall be provided. The telephone shall be a duplicate of the one for the wheel house. If this is impossible a similar telephone that will operate satisfactorily on this system shall be provided.

Rewire the circuit to the engineer's log room with Navy standard lead and armored interior communication cable.

Each receiver arm shall be fitted with phosphor bronze spring to return it to the vertical position when not in use.

New gaskets shall be installed where required and all bells adjusted.

In addition to this loud speaking system, there is a transmitter in the crow's nest which is connected to three horn type receivers located on the bridge.

This system shall be retained and repaired.

An engraved brass instruction plate containing the method of operating the telephones shall be installed on each telephone.

#### Par. 3—Local Telephone System

There are now five two-station telephone circuits on the vessel. They are used for communication between the wheel house and commander's bed room, wheel house and fire watchmen's station, chart room and radio room, commander's room and chief engineer's office, chief steward's office and provision room.

These systems shall be removed, and a new four-station intercommunication system installed, with telephones located in the radio room, chart room, captain's quarters and chief engineer's quarters.

This system shall be operated on 26 volts D.C. current, taken from the panel in the interior communication central station, and wired with Navy standard lead and armored telephone cable.

#### Par. 4—Ship Service Telephone System

A temporary installation of Western Electric telephones, switchboard, motor-generator set, A.C. ringer, storage battery, etc., is now installed on the vessel.

Owing to the temporary nature of this installation and to the fact that the telephones are of various types and are not suitable for the new arrangement; this system shall be entirely removed.

A new system consisting of approximately 600 telephones, together with the equipment required for the operation of the same, shall be installed. The design and type of all telephones shall be approved by the Agent.

As it is the intention to connect this system to the Bell Telephone system while in port, the necessary trunks shall be provided to the sides of the ship and all apparatus shall be of a type equal to that required by the American Telephone and Telegraph Company.

#### Approximate Location of New Telephones

One in each first class stateroom and suite.

- BRIDGE DECK Wheel house
- BRIDGE DECK Commander's Office
- BRIDGE DECK Commander's stateroom
- BRIDGE DECK 1st Officer's room, port, frame 213½ to 217
- BRIDGE DECK 1st Officer's room, port, frame 211 to 213½
- BRIDGE DECK 1st Officer's room, port, frame 217 to 220

BRIDGE DECK Log Room  
 BRIDGE DECK 3rd Officer's room, port, frame 207 to 210  
 BRIDGE DECK 3rd Officer's room, port, frame 204 to 207  
 BRIDGE DECK 3rd Officer's room, amids., frame 204 to 209  
 BRIDGE DECK 2nd Officer's room, stbd., frame 204 to 207½  
 BRIDGE DECK 1st Officer's room, stbd., frame 211 to 214  
 BRIDGE DECK Chief Officer's room, frame 214 to 217½  
 BRIDGE DECK Captain's stateroom  
 BRIDGE DECK Captain's library  
 BRIDGE DECK Chart room  
 BRIDGE DECK Fire watchmen's station  
 A DECK Bar amidship, frame No. 198 to 204  
 A DECK Radio Office  
 A DECK Radio room  
 A DECK Gymnasium  
 A DECK Ventilation blower switchboard room, frame 112 to 115  
 A DECK Manager's room, port, frame 94 to 97  
 A DECK Dumbwaiter space, frame 94 to 97  
 A DECK Galley  
 A DECK Printing office  
 B DECK Library  
 B DECK Bar, port, frame 198 to 202  
 C DECK After wheel house  
 D DECK 4th Class galley  
 D DECK Doctor's office, frame 231 to 236  
 D DECK Doctor's room, frame 230 to 236  
 D DECK Passenger department office  
 D DECK Dumbwaiter pantry  
 D DECK Battery room  
 D DECK 2nd class bar  
 E DECK Windlass machinery  
 E DECK Carpenter shop  
 E DECK Chief carpenter  
 E DECK Chief boatswain's room  
 E DECK Chief steward, 4th class  
 E DECK Fire station  
 E DECK Forward capstan engine  
 E DECK Hospital, port side  
 E DECK Hospital, stbd. side  
 E DECK Baggage office  
 E DECK Purser's office, 1st class  
 E DECK Purser's room, 1st class

E DECK Chief steward's office  
 E DECK Chief steward's room  
 E DECK Chief steward's room, 2nd class  
 E DECK Postal clerks' room, port frame 106  
 E DECK Postal clerks' room, port frame 108  
 E DECK Asst. Chief steward's room, port, frame 110  
 E DECK Servants' pantry  
 E DECK Interior communication central station.  
 E DECK Chief Engineer's room  
 E DECK Chief Engineer's office  
 E DECK First Engineer, frame 68 to 71, inboard  
 E DECK First Engineer, frame 68 to 71, outboard  
 E DECK First Engineer, frame 71 to 74  
 E DECK Engineer's log office  
 E DECK Purser's office, 2nd class  
 E DECK Doctor's room, stbd., frame 68 to 73  
 E DECK Asst. Chief Steward, frame 78 to 80  
 E DECK Cashier's, stenographer's and telephone operator's room  
 E DECK Baggage master's room  
 E DECK Purser's room, 2nd class  
 E DECK Steward's office, 2nd class  
 E DECK After Capstan Engine room  
 E DECK 3rd class serving pantry  
 E DECK Boat gear and launch men's room  
 E DECK Steering engine room  
 E DECK Purser's writers' room, port, frame 74 to 76  
 E DECK Purser's writers' room, stbd., frame 74 to 77  
 F DECK Chief Quartermaster's room  
 F DECK 4th class bar  
 F DECK 4th class pantry  
 F DECK Operating room, frame 244  
 F DECK Doctor's room, port, frame 236 to 241  
 F DECK 2nd Steward's room, port, frame 162 to 168  
 F DECK Asst. 2nd Steward's room, stbd., frame 162 to 165  
 F DECK Main gangway, frame 159, port  
 F DECK Main gangway, frame 159, stbd.  
 F DECK Galley space, frame 92, amids.  
 F DECK Dumbwaiter pantry  
 F DECK Galley space, frame 70, amids.  
 F DECK Chief Cook's room  
 F DECK 10 Night watchmen's room  
 F DECK Chief Steward, 3rd class room, frame 13½ to 18½

F DECK Asst. Chief steward's room, 3rd class, frame 13½ to 18½  
 G DECK Chief storekeeper's room, frame 238 to 241  
 G DECK Outside of Master-at-arms' rooms  
 G DECK Fuel oil filling station, port, frames 268-270  
 G DECK Fuel oil filling station, stbd., frames 268-270  
 G DECK Crew's hospital  
 G DECK Mess steward's room, port, frame 218 to 221  
 G DECK Frame 217 amidship  
 G DECK Fuel oil filling station, port, frame 214-215  
 G DECK Fuel oil filling station, stbd., frame 214-215  
 G DECK Crew's pantry, frame 213  
 G DECK Fuel oil filling station, port, frame 184-185  
 G DECK Fuel oil filling station, stbd., frame 184-185  
 G DECK Swimming pool office  
 G DECK Fuel oil filling station, port, frame 166-167  
 G DECK Fuel oil filling station, stbd., frame 166-167  
 G DECK Laundry office  
 G DECK Asst. Chef and Chief butcher  
 G DECK Chief baker and two confectioners  
 G DECK Frame 140 in passage  
 G DECK Engineers' mess  
 G DECK Pantry, port side, frame 125  
 G DECK Chief storekeeper, 1 elec. helper  
 G DECK Chief plumber  
 G DECK Chief electrician  
 G DECK Pantry, frame 109  
 G DECK Gyro room  
 G DECK Electrical storeroom, frame 110  
 G DECK Switchboard room  
 G DECK Ozone room  
 G DECK Gangway, fwd., frame 240 to 245  
 G DECK Gangway, aft, frame 62 to 66  
 H DECK Electric pump and blower room, frame 175, stbd.  
 H DECK Ice making room  
 H DECK Steward's rest room  
 H DECK Steward's mess  
 H DECK Frame 110, in passage, outside of 1st class  
 H DECK Stewards' room  
 H DECK Frame 109, stbd. side, 2 storekeepers' room  
 H DECK Machinery spare parts room  
 J DECK Baggage room  
 J DECK Plumber shop

J DECK Engineer's stores  
 J DECK Main engine room  
 J DECK Electrical storeroom  
 J DECK Port engine room  
 J DECK Starboard engine room  
 J DECK Provision space  
 J DECK Mail sorting room  
 K DECK Machine shop, port side  
 K DECK Machine shop, stbd. side  
 K DECK 2nd class baggage  
 HOLD DECK Service supply pump room, port, fwd. of No. 1 boiler rm.  
 HOLD DECK Service supply pump room, stbd., fwd. of No. 1 boiler rm.  
 HOLD DECK Transfer and ballast pump rm., port, fwd. of No. 1 boiler rm.  
 HOLD DECK Transfer and ballast pump rm., stbd., fwd. of No. 1 boiler rm.  
 HOLD DECK Service pump room, port, after end, No. 1 boiler room  
 HOLD DECK Service pump room, stbd., after end, No. 1 boiler room  
 HOLD DECK Service pump room, port, forward end, No. 2 boiler room  
 HOLD DECK Service pump room, stbd., forward end, No. 2 boiler room  
 HOLD DECK Service supply pump room, port, after end, No. 3 boiler room  
 HOLD DECK Service supply pump room, stbd., after end, No. 3 boiler room  
 HOLD DECK Service supply pump room, port, fwd. end, No. 4 boiler room  
 HOLD DECK Service supply pump room, stbd., fwd. end, No. 4 boiler room  
 HOLD DECK Evaporator room  
 HOLD DECK Ice machine room  
 HOLD DECK Dynamo room  
 Remaining to be located where directed.

## SECTION 28

## FOG BELL SYSTEM (Automatic)

The automatic fog bell system consists of the following:

One (1) 25 ampere knife switch, mounted in a wooden box with a

glass door, located in the wheel house. This switch is fed from electric sub-station No. 79. From a switch, a cable is run to the motor located underneath the fog bell on top of the superstructure between No. 1 and No. 2 smoke stacks. This system shall be rewired with Navy standard lead and armored cable and the motor, bell and mechanism cleaned and adjusted.

## SECTION 29

### ICEBERG DANGER SIGNAL SYSTEM

This system is for the purpose of signalling from the fore-castle to the bridge and engine room when danger ahead, such as icebergs, is sighted.

The apparatus consists of the following:

One (1) indicator panel with two (2) indicating lamps, relay and resetting push button complete, located on bridge.

One (1) bell, located in wheel house.

One (1) connection box, "E" deck, frame 220.

One (1) contact maker and lamp indicator located on "D" deck, frame 312.

One (1) indicator panel with two (2) indicating lamps located on control board, Main Engine Room.

One (1) bell, located on control board, Main Engine Room.

One (1) bell, located in Main Engine Room, forward of elevator hatch.

When the contact maker at frame 312 is closed, it energizes the relay on the Bridge, which operates the lamps and bells in the Engine Room, on the Bridge and at the contact maker. These bells and lamps operate until the officer presses the reset button on the indicator on the Bridge. This system is fed from electric sub-station No. 79.

All sockets shall be replaced with candelabra base sockets and be refitted with lamps of a suitable size and type.

New wiring shall be installed from the contact maker to a point about thirty feet from contact maker. A watertight junction box shall be installed where the splice is made. All other damaged wiring shall be replaced.

New rubber gaskets shall be installed at contact maker.

## SECTION 30

### WHISTLE SYSTEMS

The vessel is now equipped with both siren and main steam whistles, together with clock mechanisms and contact makers for

operating the whistles either "automatically" or "at-will." The following list gives the apparatus and location of same.

One (1) siren located on bow.

One (1) whistle located on forward stack.

One (1) siren located on middle stack.

One (1) whistle located on after stack.

One (1) clock work (for whistle on forward stack) located in wheel house.

One (1) clock work (for whistle located on after stack) located in wheel house.

One (1) clock work (for siren at bow) located in wheel house.

Four (4) contact makers (for bow siren) one port outboard, one port inboard, one starboard outboard, one starboard inboard, located on bridge.

Four (4) contact makers (for whistle on forward stack) located: one port outboard, one port inboard, one starboard outboard, one starboard inboard, on bridge.

Four (4) contact makers (for whistle on after stack) located: one port outboard, one port inboard, one starboard outboard, one starboard inboard, on bridge.

One (1) contact maker (for siren on middle stack) located amidships on bridge.

Two (2) junction boxes (on circuit for middle stack siren) located amidships on bridge.

Siren at bow, whistle on the forward stack and the whistle on the after stack may all be operated either automatically by their respective clock work mechanisms or by hand with the contact makers on the bridge. The siren on the middle stack, however, may only be operated by hand with the contact maker, located amidships on the bridge.

The electrically operated valve mechanism on the siren on the middle stack, the contact maker on the bridge and all wiring, etc., pertaining thereto shall be removed. A new electrically operated automatic whistle valve, Willett Bruce or equal, shall be installed on middle stack siren. Four contact makers which will operate the whistle "automatically" or "at will" shall be installed on the bridge, one to be located at or near each existing forward stack whistle contact maker.

This system shall be wired with Navy Standard lead and armored cable and the feeder connected to electric sub-station No. 79.

All the other systems are to be retained and shall, therefore, be overhauled (including the mechanical pull for the whistle on the forward stack), and placed in a first-class and satisfactory operating condition.



Clean and oil all magnets and clock mechanisms, repair and adjust all contact makers.

The whistle on the aft stack shall be entirely rewired; there are also several other places where the wire is defective and shall be replaced with Navy Standard lead and armored cable.

The tell-tale lamp sockets on these systems shall be replaced with Edison screw base sockets.

These systems are fed from electric sub-station No. 79.

## SECTION 31

### SUBMARINE SIGNAL SYSTEMS

Submarine signal systems consisting of four microphone tanks and two receiver sets are now installed on the vessel. Two of the microphone tanks are located in the listening room at frame 292 Hold and the other two at frame 272 Hold. The receiver sets are located in the submarine signal closet on the bridge.

As it will be necessary to relocate two of the microphone tanks, the contractor shall provide and install the wiring to the new location. No other work shall be performed on this system, as the repair, removal, etc., of the apparatus will be handled directly by the Agent.

## SECTION 32

### LIFE BUOY SYSTEM

An automatic release buoy is now arranged at the stern of the vessel, with a push button on the forward bridge and at the after wheel house for the operation of the same. Owing to the condition of the apparatus of this system it will be necessary for the contractor to remove all of the equipment inclusive of the wiring, and install the following equipment:

One (1) contact maker (No. 1085, Cory catalogue, page A73, or equal), located on forward bridge in position now occupied by contact maker on old system.

One (1) contact maker (No. 1085, Cory catalogue, page A73, or equal) located outside of after wheel house in position now occupied by old contact maker.

One (1) Franklin Life Buoy detaching device (complete with necessary frame and buoy) to be located on the port side of "E" deck, frame 22, aft of third class dining saloon, in accordance with Portsmouth Navy Yard Sketch No. 1041E.

One (1) Franklin Life Buoy detaching device (complete with necessary frame and buoy) to be located on starboard side of "E" deck, frame 22, aft of 3rd class dining saloon, in accordance with Portsmouth Navy Yard sketch No. 1041E. This system shall be so arranged that either push button will operate both detaching devices.

Name plates plainly marked (Life Buoy Contact Maker) shall be mounted on, or in close proximity to the contact makers. This system shall be fed from electrical sub-station No. 79.

## SECTION 33

### FIRE CONTROL SYSTEM, ETC.

The fire control system, man overboard signal system, and all other systems which will not be required for the operation of the vessel in the passenger service, shall be removed.

## GROUP 7 ELEVATORS AND DUMBWAITERS

### SECTION 1 ELEVATORS

#### Par. 1—General

The elevators that are now installed are in a very poor condition, and are, therefore, to be replaced with new equipment in accordance with the following specifications. It should be noted that the new elevators in shafts 7, 7A and 8 are to terminate on "J" Deck instead of as at present on "K" Deck.

#### Par. 2—List of Replaced Elevators

No.	Service	Location	Decks Served	Hatch Size	Car Size	Control	Duty
1	1st Cl.	(Port)					
	Pass.	Fr. 207	A B C D E F	6' 6"x6' 6"	5' 6"x5'8"	Switch	2000-150
2	1st Cl.	(Port)					
	Pass.	Fr. 156	B C D E F	6' 6"x6' 5"	5' 6"x5'7"	Switch	2000-150
2A	1st. cl.	(Stbd)					
	Pass.	Fr. 156	B C D E F G	6' 6"x6' 5"	5' 6"x5'7"	Switch	2000-150
3	2nd Cl.						
	Pass.	Fr. 61	D E F G H	6' 6"x6' 0"	5' 6"x5'2"	Switch	2000-150
4	Provision	Fr. 265	D E F K	3'11"x4'10"	2'11"x4'7"	P. B.	1500-60
5	Provision	Fr. 79	A B C D E F	5'11"x5' 5"	4'10"x5'0"	P. B.	1500-60
6	Provision	Fr. 67	E F G H J K	7' 0"x6' 6"	5' 8"x6'0"	P. B.	1500-60
7	Baggage	(Port)					
		Fr. 240	E F G J	5'11"x6' 0"	4' 9"x5'8"	P. B.	1500-60
7A	Baggage	(Stbd)					
		Fr. 240	E G J	6' 0"x6' 0"	4' 9"x5'8"	P. B.	1500-60
8	Baggage	Fr. 25	D E G H J	5' 6"x5' 7"	4' 2"x5'2"	P. B.	1500-60
10	Engineers	Fr. 106	A D E J	5' 6"x5' 7"	4' 0"x3'5"	P. B.	1000-100

P.B.=Push Button.

#### Par. 3—Car Frames and Platforms

The car suspension frames shall consist of steel or wrought iron beams securely bolted, riveted or welded together. Guide shoes shall be provided at the top and bottom of the suspension frames. These guide shoes shall be of a type capable of being readily adjusted in position to and from the rails.

The car platform shall consist of heavy steel frames with a hardwood filler which shall be fireproofed on the underside, but No. 10 car shall have a checkered steel plate floor. Substantial bracing shall be provided to hold the platform firmly within the car suspension frame.

#### Par. 4—Elevator Car Enclosures

The unused sides of the elevator car platforms No. 4, 5, 6, 7, 7A and 8 shall be enclosed to a height of 6 feet with a substantial sheet steel wainscoting reinforced by means of angle irons. A wire grille shall be provided to a height of 2 feet above the wainscoting and over the entire platform area. This top shall be provided with an emergency exit and the grille shall consist of No. 8 gauge diamond mesh wire. The unused sides and top of No. 10 elevator shall be enclosed with a substantial wire mesh grille reinforced by angles and with checkered steel plate floor.

#### Par. 5—Elevator Cars

The passenger elevator cars Nos. 1, 2, 2A and 3 shall be of metal with French Grey Enamel finish and of a design as selected by the Agent and shall be provided with emergency exits.

#### Par. 6—Car Lights

A two light fixture of a design and finish to match the car shall be provided in the dome of each car. Suitable fan outlet connections and supports shall be provided in the cars Nos. 1, 2, 2A and 3. The car lights and fans shall be operated by a flush push button switch located conveniently near the car control. These switch plates shall be silver-plated. An additional light outlet shall be furnished for connection when inspecting hatch.

#### Par. 7—Car Safety

The lower member of each car suspension frame and each counterweight frame shall include a safety device arranged to grip the guide rails and bring the car to a stop in case of excessive speed descending.

The car safety device shall be operated by means of an adjustable speed governor of the centrifugal type, driven from the car by a continuous wire rope which shall be attached to the safety actuating mechanism. The speed governor shall be adjusted to operate these safety devices when a speed exceeding the normal car speed by approximately 40% has been attained.

#### Par. 8—Counterbalance

Counterbalance shall be provided, proportioned to insure smooth and economical operation.

The counterbalance frames shall be constructed of steel or wrought iron shapes, securely bolted, riveted or welded together. Adjustable guide shoes with removable wearing gibs shall be provided at the top of the elevator counterbalance frames. The weight sections shall be firmly secured within the frames by not less than two tie rods which shall pass through holes in each weight section, and not through open slots, and provided with lock nuts and cotter pins at each end.

**Par. 9—Guide Rails and Hoist Ropes**

The car and counter balance guide rails shall be of heavy steel tee sections erected in lengths not less than 16 feet each. The guide rails shall be planed or milled on face and on sides to a uniform thickness, and the ends shall be tongued and grooved forming matched joints.

The guide rails shall be fastened to the hatchway with structural steel or iron brackets. The rails shall weigh not less than 7.0 lbs. per foot and measure  $\frac{5}{8}$  in. x  $2\frac{1}{8}$  in. x  $3\frac{1}{2}$  in. The rails shall be joined with heavy plate having not less than four (4) bolts in each rail to be joined.

Hoist ropes shall be provided of superior quality and especially adapted to elevator service. The ropes shall be selected to insure safety and maximum durability of cast steel of six (6) strands of nineteen (19) wires to the strand, standard lay.

The ultimate breaking strength of the ropes shall be based on the rope manufacturer's lists and the minimum factor of safety shall be eight.

**Par. 10—Location of Machines**

The machines for this installation shall be placed as follows:

- No. 1 Overhead on "A" deck, rear of hatch, bolted to deck plates.
- No. 2 Overhead in Motor room between hatches, bolted to deck plates.
- No. 2A Overhead in Motor room between hatches, bolted to deck plates.
- No. 3 Overhead on "C" deck, aft, steel plates over hatch.
- No. 4 Below on "K" Deck, bolted to deck plates.
- No. 5 Overhead on roof of Galley house.
- No. 6 Below on one side of hatch on "J" deck.
- No. 7 Below on one side of hatch on "G" deck.
- No. 7A Below on one side of hatch on "G" deck.
- No. 8 Overhead in Motor room on "C" deck on plates.
- No. 10 Overhead on beams.

**Par. 11—Machines for Nos. 1, 2, 2A, 3**

The geared Traction Sheave type elevator machines shall be used on elevators Nos. 1, 2, 2A and 3 consisting of a direct connected single worm and gear and traction sheave, all parts of which shall be mounted on a common iron base. The traction sheave shall be carefully and accurately grooved to receive the hoisting ropes.

Gearing shall be of highest commercial efficiency and shall operate smoothly and without vibration. The worm wheel shall consist of a solid phosphor bronze rim with hobbled teeth, the worm threads shall be cut in a solid steel forging integral with the worm shaft. The worm gearing shall be enclosed in an oil tight housing which shall be

provided with hand hole plates and with means for draining away the oil. Ball bearing thrusts with self-aligning discs shall be provided on the worm shaft. All machine bearings shall permit of ready and ample lubrication.

**Par. 12—Machines for Nos. 4, 5, 6, 7, 7A, 8, 10**

The machines for elevators Nos. 4, 5, 6, 7, 7A, 8 and 10 shall be of the direct connected single worm and gear traction sheave type, all parts of which are to be mounted on a common iron base.

The traction sheaves shall be carefully and accurately grooved to receive the hoisting ropes.

Gearing shall be of highest commercial efficiency and shall operate smoothly and without vibration. The worm wheel shall consist of a solid phosphor bronze rim with hobbled teeth, and the worm threads shall be cut in a solid steel forging integral with the worm shaft. The worm gearing shall be enclosed in an oil tight housing which shall be provided with hand hole plates and with means for draining away the oil. Ball bearing thrusts with self-aligning discs shall be provided on the worm shaft. A cut tooth steel gear reduction shall be provided between the worm gear and traction sheave. All machine bearings shall permit of ready and ample lubrication.

**Par. 13—Brake**

An electro-magnetic brake of sufficient strength to hold the elevator with maximum load in the car shall be provided on each machine. The brake shall consist of two adjustable suitably lined shoes actuated by helical steel springs and arranged to bear on a pulley which shall constitute flange of coupling between worm and armature shafts.

The circuit of the release magnet coil shall be opened directly or indirectly by the various safety features.

**Par. 14—Motors**

Motors for the Traction Sheave type elevators shall be compound wound for a potential of 110 volts, direct current, and shall be of a design adapted to elevator service. They shall develop high starting torque with reasonably low starting current, and shall be capable of withstanding the shocks occasioned by frequent starting and stopping.

The motors shall run in either direction without injurious sparking and with one fixed and set position of the commutator brushes for all loads and under all fluctuations of load within their normal rated capacity.

Motor bearings shall consist of bronze or babbitted sleeves which shall be self-oiling by means of chain or ring feed to the oil reservoirs.

**Par. 15—Type of Control**

Elevators Nos. 1, 2, 2A and 3 shall be provided with a full electro-magnetic control having an operating switch in the cars which shall be electrically connected to the magnets on the controller panel to control direction of travel. The car operating switch shall be designed so that the control lever will return automatically to the stop position should the operator's hand be removed.

Elevators Nos. 4, 5, 6, 7, 7A, 8 and 10 shall be provided with a full automatic push button type of control consisting of single call operating buttons at each landing, to be of the key operated type, and a full set of operating buttons in the car, having one button for each landing.

The buttons shall be electrically connected to the magnets on the controller panel so that the momentary pressing of either deck or car operating button will automatically bring the car to the designated landing.

A stop button shall be provided in the push button operated elevator cars to open the main line circuit to the motor independently of the regular operating device. This button shall be red in color to distinguish it from the car operating buttons and shall be placed at the lower extremity of the car operating button plate.

**Par. 16—Controller Panels**

Each controller panel shall consist of black dull finished slate not less than 1½ inches thick, bolted to heavy angle iron uprights which are thoroughly painted with red lead and shall be supported by a cast iron floor base securely fastened to deck plates or beams. All exposed edges of the slate panel shall be carefully beveled. The direction and speed switches shall be mounted on the face of the controller panel. All switches shall be of the round flat type operating in Up and Down direction parallel with the panel face to prevent making contact in case of roll or pitch of the ship.

The material for all contacts shall be calculated on a sufficiently liberal basis to prevent undue heating or wear, and the current density at full load shall not exceed 100 amperes per inch section of contact area. Connections to the switches shall be located on the rear of the panel.

The resistance shall be supported from the rear of the controller panel in a manner to give free and easy access to all switch connections.

**Par. 17—Control Features**

With the control equipment for Nos. 1, 2, 2A and 3 elevators it shall be possible to make and break the circuits and reverse the motor from the car operating switch without destructive arcing, and

without serious inconvenience to the occupants of the car. The brake circuits shall be closed simultaneously with the closing of either direction switch.

Each controller shall be provided with starting resistance proportioned to admit a sufficient current to the motor to produce the starting torque required by the loads specified. To insure smooth and gradual acceleration an adjustable means shall be provided to consecutively step-out the armature starting resistance independently of the operator and as rapidly as the load on the motor permits. This device shall be dependent on the counter-electro-motive force of the armature for operation.

Each controller shall be wired to include a dynamic brake which shall be obtained by introducing a resistance across the armature terminals on stopping, and by means of which initial retarding of the car shall be accomplished without an application of the machine brake.

With the control equipment for Nos. 4, 5, 6, 7, 7A, 8 and 10 elevators it shall be possible to make and break the circuits and reverse motor with the car and hall operating buttons, without destructive arcing, and without serious inconvenience to the occupants of the car. The direction switches shall be electrically interlocked to prevent conflict. The brake circuits shall be closed simultaneously with the closing of either direction switch.

When an operation has been introduced from the car, the hall buttons shall be rendered inoperative until the car stop has been pressed or the car gate has been opened and closed. While the car is in motion, both the car and hall operating buttons shall be rendered inoperative.

The controller shall be provided with starting resistances proportioned to admit sufficient current to the motor to produce the starting torque required by the load specified. To insure smooth and gradual acceleration, an adjustable means shall be provided to consecutively step-out the starting resistance independently of the operator and as rapidly as the load on the motor permits. This device shall be provided with not less than four step-out points and shall be dependent on the counter-electro-motive force of the armature for operation.

The floor controller or floor selector device of the push button type elevators shall be of a positive type having a definite fixed relation with the position of the car and assuring accurate stops at the desired landings.

**Par. 18—Sheaves and Sheave Beams**

Deflector sheaves shall be of substantial design and of the best grade iron. They shall be accurately turned and grooved to receive the hoisting ropes, and shall be of as large diameter as space conditions

permit. The sheaves shall be forced on steel shafts under heavy pressure and the sheave shaft bearing boxes shall be substantially supported on the deck plates or steel beams.

The sheaves shall be mounted in self-aligning, babbitted bearings self-lubricated by means of a wick feed oil cup or spring grease cup.

#### Par. 19—Bumpers

Suitable spring bumpers shall be provided at the base of the hatchway underneath both car and counterweight.

#### Par. 20—Automatic Terminal Stops

An automatic terminal stopping device shall be provided to stop the elevator at the normal limits of travel.

#### Par. 21—Hatchway Limit Stops

Hatchway limit switches operated by the car shall be located beyond the range of the automatic terminal stopping device at the top and bottom of the hatchway to stop the machines if the normal car travel is exceeded in either direction.

#### Par. 22—Car Stopping Switch in Nos. 1, 2, 2A and 3

An emergency switch shall be provided in elevator cars Nos. 1, 2, 2A and 3 to open the main line circuit and stop the machine independently of the car operating device.

#### Par. 23—Painting

All exposed iron work installed under these specifications, exclusive of finished or working surfaces, shall be painted with two coats of an approved preservative paint.

#### Par. 24—Guide Rail Lubricators

Suitable guide rail lubricators of the "Positive" type shall be provided on car and counterbalance.

#### Par. 25—Door Contact Devices

The hatchway doors of elevators Nos. 1, 2, 2A and 3 shall be provided with an approved interlocking bar lock and contact to prevent the operation of the elevator unless all of the hatchway doors are closed and locked. An enclosed emergency switch shall be provided in each elevator car to render the contacts inoperative in case of emergency.

#### Par. 26—Hatchway Door Locks

An electro-mechanical lock shall be provided on each hatchway enclosure door on elevators Nos. 4, 5, 6, 7, 7A, 8 and 10. These locks shall be designed to hold all doors securely locked until the car comes to a stop at one of the landings, when the door on that landing shall be automatically unlocked. It shall be impossible to operate the car unless all hatchway doors are closed and securely locked.

A regular house lock will be provided on each hatchway door.

#### Par. 27—Car Gate Contact

An electric contact shall be provided on the car gate of all elevators to prevent the operation of the car unless the gate is closed.

#### Par. 28—Emergency Call Bell

The contractor shall provide an emergency call bell in all Push Button elevators which shall be connected to a flush button in car. The call bell annunciators and batteries shall be placed where directed.

#### Par. 29—Electric Connections

The present feeders may be used for the new elevators provided they are not damaged or defective and are of a sufficient size.

With the exception of the flexible cable connections to the car, all wiring shall be Navy standard lead and armored cable.

#### Par. 30—Floor Indicators

A mechanical dial floor indicator shall be installed at all floors for Nos. 1, 2, 2A and 3 elevators.

The dials shall be circular in shape and shall be made of bronze and of a design selected by the Agent.

The letters and pointers shall be of solid bronze.

#### Par. 31—Flashlight Annunciator

Elevators Nos. 1, 2, 2A and 3 shall be provided with Up and Down Flashlight Annunciator Signal System, having an annunciator with double rows of lights in each car for the intermediate floors and single lights in each car for the terminal floors. The lights shall automatically reset when the first approaching car passes the floor from which the signal was registered. Each annunciator shall include a buzzer to notify the operator that a call has been registered.

The push button plates for the intermediate floors shall be provided with double buttons which shall be inscribed "UP" and "DOWN" respectively. The button plates at the terminal floors shall contain one push button inscribed "UP" at the lower landing and "DOWN" at the upper landing. The push button plates and signal boxes shall be of bronze.

The low voltage current for these signals shall be taken from the 26-volt panel in the Interior Communication Central Station.

#### Par. 32—Spare Parts

Spare parts shall be furnished in accordance with the requirements specified in Title I, Section 3, Paragraph 15.



## SECTION 2

## DUMBWAITERS

## Par. 1—General

The electric dumbwaiters that are now installed are in a very poor condition, and are therefore to be replaced with new equipment in accordance with the following specifications.

## Par. 2—Equipment

The dumbwaiter equipment shall consist of five electric dumbwaiters of the winding drum type.

## Par. 3—Capacity, Speed and Travel

Each electric dumbwaiter shall have a lifting capacity of 150 pounds at a normal car speed of 100 feet per minute.

Maximum travel for each electric dumbwaiter shall be from "F" deck to "A" decks inclusive, a distance approximately of 52'0", serving a total of six decks and six openings.

## Par. 4—Control

The control for each dumbwaiter shall be full automatic. A full set of control buttons shall be furnished at each door opening. The control shall be arranged so that the car can be sent to any deck or called from any deck by the use of the control buttons on any deck. The control buttons shall be inoperative while the car is in motion or while any door is open.

## Par. 5—Machine

Each machine shall be of the direct connected single worm and gear winding drum type, the motor and gear case of which shall be mounted on a common cast iron base. The winding drum shall be made of fine grained cast iron and shall be carefully and accurately grooved to receive the hoisting ropes. Provision shall be made for at least two full turns of both hoisting and counterbalance ropes beyond the length required by the prescribed limits of travel.

The steel work shaft shall be fitted with a bronze worm which shall engage with a cut cast iron gear. The worm gearing shall be enclosed in a dustproof chamber which shall be designed so that the worm and gear will receive continuous lubrication all the time the machine is in operation and means shall be provided for draining the oil from the gear case. Ample thrust bearings shall be provided, and all machine bearings shall permit of ready and ample lubrication.

## Par. 6—Motor

Each motor shall be wound for a potential of 110 volts, direct current, and shall be substantially constructed to withstand impacts produced by frequent starting and stopping with full load. It shall be capable of exerting high starting torque with reasonably low

starting current. The motor shall run equally well in either direction and operate efficiently for all loads and under all fluctuations of load within its normal rated capacity.

Motor bearings shall consist of bronze sleeves, which shall be self-oiling by means of ring feeds from the oil reservoir.

## Par. 7—Brake

An electro-magnetic brake, of sufficient strength to hold the dumbwaiter with maximum load in the car, shall be provided with the machine.

The brake shall consist of two adjustable suitably lined shoes actuated by a steel spring and arranged to bear on a brake pulley wheel.

The circuit of the release magnet coil shall be opened directly or indirectly by the various safety features.

## Par. 8—Location of Machine

Each machine shall be securely bolted to the deck at the top of the shaft.

## Par. 9—Guides

The guides shall consist of cold-rolled steel channels, specially designed for this class of work, weighing not less than six (6) pounds to the foot and measuring  $2\frac{3}{8}$  in. x 1-11/16 in. x 9/32 in., erected straight, in a thoroughly workmanlike manner. The steel channels shall be used as combination car and counterweight guides and shall be installed at the back of the hatch.

The guide sections shall be fastened together by the use of dowel pins and fish plates and shall be fastened rigidly to the ship construction at each deck by the use of guide supports.

When the distance between decks is more than eight (8) feet, guide separators or intermediates shall be used to hold the guides at the correct gauge.

## Par. 10—Car

Each car shall be constructed of formed sheet steel members riveted together rigidly and shall be fitted with metal guide shoes. Each car shall be as large as practicable, shall run in the hatchway provided and shall be capable of sustaining a 100% larger load than the machine is designed to lift. Each car shall be provided with one removable shelf. The sides, back and top of the car shall be No. 18 gauge sheet steel, and the bottom shall be No. 16 gauge sheet steel.

## Par. 11—Counterweight

Each machine shall be provided with a back drum counterweight frame, to be constructed of channels and bolts, rigidly held together, and to contain slugs, held securely in place, so as to properly retain

their position in the counterweight frame and shall be fitted with metal guide shoes.

**Par. 12—Hoisting Ropes**

Each dumbwaiter shall be provided with iron or steel hoist ropes of superior quality and especially adapted to dumbwaiter service. The ropes shall be selected to insure maximum durability and shall be of the proper size and strength for the loads specified.

**Par. 13—Sheaves**

If overhead and deflecting sheaves are required for the car and counterweight they shall be of cast iron, turned true for the cables, and shall rotate on steel shafts and have ample provision for lubrication.

**Par. 14—Sheave Beams**

If sheave beams are required they shall be provided and set by the contractor.

**Par. 15—Limitation Stops**

There shall be limitation switches so arranged that the controlling circuit will be broken if the car travels below its bottom, or above its top landing.

**Par. 16—Slack Cable Switch**

There shall be a slack cable switch so arranged that if the car is obstructed in its downward travel and the hoisting cable slackens, the machine will automatically stop, thus obviating danger of damaging the dumbwaiter equipment.

**Par. 17—Door Switches**

A door switch shall be provided at each enclosure door and connected to the control circuit so that all doors must be closed in a hatchway before the machine can be operated.

**Par. 18—Door Locks**

Mechanical door locks shall be provided on each enclosure door so arranged that an enclosure door cannot be opened unless the car is opposite.

**Par. 19—Car Light**

A lamp shall be provided in each dumbwaiter car, so arranged that it will be lighted when the car is at rest in front of any doorway.

**Par. 20—Visual Signals**

There shall be a signal lamp over each of the hatchway doors, arranged so that the lamp at the deck where the car stops, shall be

illuminated until the hatchway door is opened, when the lamp shall be extinguished.

**Par. 21—Mechanical Indicators**

There shall be a mechanical indicator of the vertical type alongside each hatchway door arranged to show the position of the car at all times.

**Par. 22—Hatch Way Doors**

The present hatchway doors shall be repaired and left in good working order.

**Par. 23—Replacement Parts**

The contractor shall furnish sufficient spare parts so that repairs can be made while the ship is absent from the port. This shall include one armature, one set of field coils, one worm, one gear wheel, one set thrust bearings, one set commutator brushes, one break magnet coil, one reversing switch coil, one set of resistance tubes, three floor stop relays, one round slate, one gear for round slate, one set feed brackets, six of each size of carbon contacts, six reversing switch leads, six contacts for control, push box, two door switches and contacts, two door locks and keepers and two lengths of hoisting cable.

**Par. 24—Electrical Connections**

The present feeders may be used for the new elevator equipment provided they are not damaged or defective and are of a sufficient size.

With the exception of the flexible cable connections to the car, all wiring shall be Navy standard lead and armored cable.

**GROUP 8**

**COMPASSES—GYRO AND MAGNETIC**

**SECTION 1**

**GYRO-COMPASS SYSTEM**

The present Anschütz gyro compass system shall be entirely removed and a new system of the latest Sperry merchant type installed.

The equipment shall consist of the following:

- Two (2) master gyro compasses.
- Two (2) compass control panels.
- One (1) transfer panel.
- Four (4) alarm indicators.
- Two (2) motor-generators.
- Two (2) storage batteries.

Two (2) steering repeaters, with covers, reading glasses, six feet of bronze armored cable, connection boxes and stands.

Two (2) bearing repeaters, with sliding rings, six feet of bronze armored cable and pelorus stands.

One (1) azimuth circle.

One (1) bulkhead repeater with six feet of bronze armored cable and connection box.

One (1) spare repeater in box.

One (1) recording compass.

Spare parts, tools and the necessary connection boxes.

Either of the two master gyro-compasses shall be available for alternate operation of the repeater system by means of the transfer panel. Each master gyro-compass shall be operated in connection with either control panel, motor-generator, etc. These gyros are to be designed and mounted so that all forces due to friction, acceleration, rolling and pitching of the ship, etc., shall be neutralized. Correction devices shall be installed which will secure true geographic readings for all speeds and latitudes.

The repeater system shall be capable of operating any one repeater or all repeaters simultaneously. The graduations on the repeater dials shall not be less than ten (10) minutes of arc.

The exact type, arrangement, and method of operation shall be approved by the Agent before installation.

All wiring for the repeater circuits shall be Navy standard lead and armored interior communication cable, except within twelve (12) feet of the magnetic compasses where Navy standard lead and bronze armored interior communication cable shall be installed. A new feeder shall be run from the adjacent power distribution panels, and from the new emergency switchboard to the control panels in the gyro compass room. All wiring shall be in accordance with the rules specified in Group 4, Section 1.

## SECTION 2

### STANDARD MAGNETIC COMPASS

A standard magnetic compass shall be provided and installed upon an elevated platform as far as possible from the effects of any electric power or lighting circuit.

A voice tube and return call bell circuit shall be provided between the magnetic compass and the steering magnetic compass on the Bridge. This call bell shall be wired with Navy standard lead and bronze armored cable and supplied from one of the lighting panels.

## GROUP 9

### WIRELESS EQUIPMENT

Due to the installation of a new radio set by the Agent of a larger size the contractor shall provide and install a new feeder from the main switchboard to the control board and motor generator located in or near the Radio Room. This new set will probably have a capacity of 25 K.W.

A new feeder shall be provided and installed from the new emergency switchboard to the Radio Room.

The existing wiring shall be removed and all new wiring shall be Navy standard lead and armored cable installed in accordance with the rules specified in Group 4, Section 1.

## GROUP 10

### INSTRUMENT, TOOL AND SPARE PART LIST

Item	Now on Ship	To be supplied by Contractor	Remarks
Meggers .....	3		To be calibrated
Meggers, Bridge Wheatstone type .....		1	Type to be approved
Voltmeters, Portable D.C..	2		To be calibrated
Voltmeter, Portable A.C., range 0-150 .....		1	Weston Model No. 155 or equal
Magnetos .....	2		
Ammeters, Portable .....	4		To be calibrated
Millivoltmeter (range 0-50)		1	Weston Model No. 45 or equal
Shunts (for above meter) Range 5 amp., 15 amp., 300 amp. and 600 amp....		1 of each	
Tachometers .....	2		To be calibrated
Tachometers .....		2	Jacobi Hand Type C or equal. Range 100-400, 300-1200, 1000-4000

# Title VI, Group 10

Item	Now on Ship	To be sup- plied by Contractor	Remarks
Thermometers, Fahrenheit.		6	Mercurial type
Thermometers, Centigrade.		6	Mercurial type
Testing Board, all voltages		1	Design to be ap- proved and mounted
Buckets, Galvanized Iron..		2	
Brace, Stanley .....		2	
Bits, Wood, ¼ in. to 1½ in. x ¼ in., 6 per set.....		2 sets	
Bit, Expansion, range 1 in. to 3 in. ....		2	
Calipers, micrometer .....		1	
Calipers, 6 in., inside and outside .....		2 pairs	
Chisels, Wood, ¼ in. to 1½ in. x ¼ in., 6 per set.....		2 sets	

Item	To be supplied by Contractor	Remarks
Chisels, cold, ¼ in., ½ in., ¾ in., 3 per set.....	3 sets	
Cans, oil, 1 quart, long spout, copper .....	3	
Cans, oil, 1 pint, long spout, copper .....	3	
Dividers, 6 in.....	2 pairs	
Drills, electric, with suit- able shanks .....	2	Size and type to be ap- proved
Drills, Breast .....	2	Size and type to be ap- proved
Drills, Twist, No. 0 to No. 60 .....	3 sets	
Drills, Twist, ⅛ in. to ⅝ in. x 1/32 in.....	3 sets	
Files, Flat, Smooth, 6 in., 8 in., 10 in., 12 in., 14 in.	4 of each size	
Files, Flat, Bastard, 6 in., 8 in., 10 in., 12 in., 14 in.	4 of each size	
Files, Flat, Coarse, 6 in., 8 in., 10 in., 12 in., 14 in.	4 of each size	

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# Title VI, Group 10

Item	To be supplied by Contractor	Remarks
Files, Half Round, Smooth, 6 in., 8 in., 10 in., 12 in., 14 in.....	4 of each size	
Files, Half Round, Coarse, 6 in., 8 in., 10 in., 12 in., 14 in.....	4 of each size	
Files, Rat Tail, 6 in., 8 in., 10 in., 12 in., 14 in....	4 of each size	
Gauge, wire .....	3	
Hammer, Ball Pean, ½ lb.	3	
Hammer, Ball Pean, 1 lb.	3	
Hammer, Claw, ½ lb....	2	
Handles, Wood, assorted.	36	
Irons, Soldering, Electric, 12 in. ....	2	
Irons, Soldering, Electric, 18 in. ....	2	
Ladders, Step, 3 ft.....	2	
Ladder, Extension, 15 ft.- 30 ft. ....	1	
Mallet, Wood, 6 in.....	1	
Punches, Center, 2 in., 4 in., 5 in., 6 in.....	2 each	
Pliers, Diagonal 6 in....	4	
Pliers, Side Cutters, 8 in.	10	
Pliers, Round Nose, 6 in.	3	
Snips, 14 in. ....	1 pair	
Saws, Hack .....	3	
Saws, Hack, Blades.....	24	
Saw, Carpenter, Rip....	1	
Saw, Carpenter, Cross Cut	1	
Screw Driver, Champion 6 in. ....	2	
Screw Driver, Champion 10 in. ....	2	
Screw Driver, Plain, 6 in.	5	
Screw Driver, Plain, 8 in.	6	
Screw Driver, Plain, 10 in.	4	
Screw Driver, Plain, 12 in.	3	
Screw Driver, Plain, 20 in.	2	

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Item	To be supplied by Contractor	Remarks
Tape Meas., steel, 100 ft.	1	
Taps, 4-36 .....	3	
Taps, 6-32 .....	3	
Taps, 8-32 .....	3	
Taps, 10-32 .....	3	
Taps, 10-24 .....	3	
Taps, 12-24 .....	3	
Taps, 14-20 .....	3	
Taps, 5/16 in.—18 .....	3	
Taps, 3/8 in. ....	3	
Motor Commutator Undercutting Tool .....	1	
Torch, Gasoline, 1 quart.	2	
Torch, Alcohol Blow....	2	
Wrenches, Monkey, 6 in., 8 in., 14 in.....	2 of each	
Wrenches, Stillson, 6 in., 10 in., 18 in.....	2 of each	
Wire, Fish Flat.....	50 ft.	
Cord, Whipping .....	10 lbs.	
Fibre, 1/4 in. x 8 in. x 12 in.	12 sheets	
Lugs, Assorted .....	5 gross	
Line, Cotton Chalk, 100 ft.	2	
Line, 3/8 in., White.....	500 ft.	
Lights, Battery, Flash, 3.8 volts .....	72	
Lamps, Spare, for above, 3.8 volts .....	72	
Batteries, Spare, for above	72	
Lights, "Grether" type "E", portable .....	15	
Dry Cells for above.....	10	
Marline .....	15 lbs.	
Mica, 6 in. x 12 in. sheets.	12	
Nuts, 14-24 .....	2 gross	
Nuts, 8-32 .....	2 gross	
Nuts, 6-32 .....	2 gross	
Nuts, 10-32 .....	2 gross	
Nuts, 10-24 .....	2 gross	
Nuts, 12-24 .....	2 gross	

Item	To be supplied by Contractor	Remarks
Nuts, 14-20 .....	2 gross	
Nuts, 5/16 in.—18.....	1 gross	
Nuts, 3/8 in. ....	1 gross	
Paper, Emery, assorted grades .....	144 sheets	
Paper, Sand, assorted grades .....	144 sheets	
Rivets, 1/4 in., 3/8 in., 1/2 in.	1 gross of each	
Screws, 6-32, Machine Brass, Round Head....	10 gross	Length to be approved
Screws, 8-32, Machine Brass, Round Head....	10 gross	Length to be approved
Screws, 10-32, Machine Brass, Round Head....	10 gross	Length to be approved
Screws, 10-24, Machine Brass, Round Head....	10 gross	Length to be approved
Screws, 14-20, Machine Brass, Round Head....	6 gross	Length to be approved
Screws, 14-24, Machine Brass, Round Head....	6 gross	Length to be approved
Screws, 5/16 in.—18, Machine Brass, Round Head .....	6 gross	Length to be approved
Bolts, 3/8 in. std., Machine Brass, Round Head....	6 gross	Length to be approved
Shellac .....	2 gallons	
Paint Brushes .....	6	Size to be approved
Solder, resin, core strip..	5 lbs.	
Solder 50/50 bar .....	10 lbs.	
Soldering Paste .....	3 lbs.	
Straps, Iron, asstd. sizes, for lead and armored cable and pipe.....	500	
Tape, Okonite .....	10 lbs.	
Tape, Friction .....	50 lbs.	
Varnish, Insulation .....	5 gallons	
Wire, Fuse, 3 Amps....	5 lbs.	
Wire, Fuse, 5 Amps....	5 lbs.	
Wire, Fuse, 10 Amps....	5 lbs.	
Wire, Fuse, 20 Amps....	5 lbs.	
Wire, Fuse, 30 Amps....	5 lbs.	



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Item	To be supplied by Contractor	Remarks
Wire, Fuse, 60 Amps....	5 lbs.	
Wire, Fuse, 100 Amps....	5 lbs.	
Wire, Fuse, 200 Amps....	5 lbs.	
Wire, Resistance, Climax	10 lbs.	
Main Generator Armature		One now on ship. To be repaired if necessary, cleaned, baked and boxed
Main Gen'r Brushes.....	5 sets	
Main Gen'r Coil Shunt...	1	
Main Gen'r Coil Series...	1	
Main Gen'r Coil Interpole	1	
Main Gen'r Brush Holders	12	
Main Gen'r Brush Holder Studs, complete with insulation .....	6	
Main Gen'r Bearings....	1 set complete	
Generator Commutator Grinding Tool .....	1	
Generator Canvas Covers	5	
Generator Commutator Stone .....	1	
Generator Commutator Undercutting Tool....	1	
Flexible Hose, for cleaning generators .....	1 hose, length to suit	
Main Switchboard Fuses.	4 renewable links and one case for each fuse installed	
Main Switchboard Circuit Breakers .....	1 of each size, except generator breakers	
Main Switchboard Circuit Breaker Carbon Contacts .....	2 sets for each circuit breaker	
Main Switchbd. Switches	1 of each size, except main generator switches	
Emergency Gen'r Brushes	2 sets	

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Item	To be supplied by Contractor	Remarks
Canvas Covers for Generators .....	2	
Emergency Switchboard Fuses .....	4 renewable links and 1 case for each fuse	
Emergency Switchboard Switches .....	1 for each size, except generator switches	
Circuit Breaker Carbon Contacts, for Breakers on Emergency Switchboard .....	2 sets for each circuit breaker	
Motor Generator Brushes	2 sets	
Motor Generator Canvas Covers .....	2	
Interior Communication Switchboard Fuses ....	4 renewable links and 1 case for each fuse	
Interior Communication Switchboard Switches.	1 for each size	
Water, Distilled, for storage batteries .....	20 gallons	
Acid for storage batteries	2 gallons	
Alkaline electrolyte.....	5 gallons	
Vaseline, for storage batteries .....	10 lbs.	
Hydrometer Testing Set, for storage batteries...	2	
1/4 in. Rubber Tubing....	20 ft.	
Brushes for each existing and new motor .....	1 set	
Existing Spare Armatures and Field Coils.....		To be repaired if necessary, cleaned, baked, boxed or bracketed as directed by the Agent
Lamps, Assorted Sizes and Types .....	5,000	
Fuses, Glass, 3 Amp....	2,000	
Fuses, Glass, 10 Amp....	2,000	

Item	To be supplied by Contractor	Remarks
Fuses, for primary station No. 2 switchboard.....	4 renewable links and 1 case for each size	
Approved mat, for switchboard, Primary station No. 2 .....	1	
Clips, Fuse, Assorted....	144	
Binding Post Nuts, for Lighting panels.....	50	
Weatherproof Sockets, Screw Base, for portables .....	50	
Wire Guards, for portables .....	50	
Coloring Fluid, Red, 1 qt.	1	
Coloring Fluid, Blue, 1 qt.	1	
Festoon Lighting Lamps	500	
Lamps for 1st cabin annunciators .....	100	
Glass Tubes, for ozone system .....	18	
Electric Thermometers, for refrigerator temperature system .....	3	
Rubber Ear Pieces, for loud speaking 'phones.	12	
Lamps, for existing fire alarm boxes.....	30	
Glass Fronts, for existing fire alarm boxes.....	15	
Hammers, for existing fire alarm boxes.....	8	
Lamps, for valve circuits.	24	
Lamps for telegraphs....	20	
Lamps, for loud speaking telephone systems, each type .....	12	
For All Other Spare Parts, see Title I, Section 3, Paragraph 15.		

The above list, in general, covers spare parts for existing equipment.

## TITLE VII

**PLUMBING AND SANITARY, FIREMAIN, FIRE  
EXTINGUISHING, ETC., SYSTEMS**

## SECTION 1

### GENERAL CONDITIONS AND REQUIREMENTS

The contractor shall develop all necessary and required plans and submit them to the Agent for approval.

The data, schedules, etc. contained in these specifications are to be considered approximate only, exact quantities, etc. are to be taken from finally developed plans.

The specifications are intended to describe in general the desired arrangement of plumbing; it is understood that all items required to make the system as a whole workable shall be supplied. They are intended to cover the full requirements of plumbing fittings, supply and drainage pipe lines and all other parts of the plumbing system, with the view of re-fitting the vessel with the latest types of modern plumbing outfit suitable for marine purposes, attention being given especially to simplicity, durability, sanitation, ease of access and quick repair. Certain existing articles and fittings will be removed and replaced by new types, others will be eliminated, and practically a new supply piping system provided.

It will be noted that some of the existing outfit consists of foreign design and manufacture, not readily duplicated in this country for quick repair or alteration. In other cases the fittings are not appropriate to the style of finish now decided upon. Certain fittings are primitive and out of date. In said cases new fittings have in a number of instances been specified to replace existing ones.

## SECTION 2

### NEW INSTALLATION AND MODIFICATION AND RECONDITIONING OF EXISTING EQUIPMENT

#### Par. 1—Bath Tubs

New type porcelain enameled iron bath tubs shall be fitted throughout the accommodation in place of the present type tubs, and showers substituted for tubs in Petty Officers' and Engineers' quarters except as shown on plans.

#### Par. 2—Water Closets

Vitreous china syphon jet water-closets, with automatic flush valve control to be substituted in place of the present wash-out hopper closet and flush tank supply; also all hardwood seats and covers shall be replaced by seats and covers of a sanitary nonporous material. No covers shall be fitted on closets other than in 1st Class private accommodations.

#### Par. 3—Existing Lavatories

Where at present fitted or available for installation, the original type

of built-up white glass lavatories shall be retained. The bowls, however, shall be so arranged as to make a tight and sanitary joint with the slab. Detailed drawing of this proposed joint will be submitted by the contractor for prior approval. It is understood that where particular elements of existing lavatories are broken, as for example the back or sides of base slabs, it will be permissible for the contractor to use the intact portions for the repair of other lavatories of a similar type but bowls are to be duplicated so that the existing lavatories will be repaired throughout with parts of lavatories already on the ship, except bowls and as many of the existing lavatories as possible put in first-class condition by this means.

#### Par. 4—New Lavatories

Where new first class stateroom single lavatories are required, they shall be of vitreous porcelain in size and design substantially like plaster model now in Agent's possession with modifications as to small shelves of vitreous china and as to other substitutes for fitments. This model shall serve for the purpose of making for final approval an actual sample in vitreous china for the type of lavatory that stands as a single lavatory, either by itself or at either end of a cabinet fitted with two single lavatories. Where double lavatories are required, they shall be made of vitreous porcelain and may be made in two sections. An actual sample in vitreous china of this type shall be submitted to the Agent for approval.

The lavatories, both of the single and double type, shall be of size as indicated on drawings furnished by the Agent. If the double lavatories are made in two pieces, they must be provided with white metal division finishing strips. They must be selected so that the adjoining slabs are reasonably true and level with reference to each other. White metal finishing strips must be continuous carrying across the face of the lavatory and up the back making proper finish with wood trim. Each finishing strip must be scribed to make proper fit to surface of lavatory and held in position by necessary screws or clamps and set in litharge. Single lavatories to have integral raised trays or porcelain brush holders cast into right and left hand corners of the backs. Double lavatories to have similar holders, one right and one left only. (For tooth brush holders, see Par. 9, Sect. 4.) Lavatory bowls to have integral porcelain soap-trays, white metal pop-up waste fixture designed as approved, white metal trap of approved pattern with slip joint inlet connection and screw clean-out and outlet threaded for 1¼" iron pipe. Lavatories to be supplied with hot and cold water through low-pattern substantial white metal self-closing basin cocks, as per sample submitted for approval, with lever operating handles with porcelain name plates marked "Hot" and "Cold."

Supplies under lavatories to have separate shut-off valves of Composition M. Lavatories shall be of best quality vitrified ware, reasonably true in form, and reasonably free from imperfections; to have their backs and ends ground at right angles to bring slabs to the size indicated on drawings so they can be properly fitted to wood cabinets.

#### Par. 5—Shower Heads

The existing shower heads shall be replaced by those of American designs and the present design of mixing valves will be perpetuated without thermometer attachment. It is understood that showers will only be installed where they were originally placed in the steamer, except that additional showers will be fitted as provided for elsewhere in the case of the officers, engineers and crew accommodation. Outlet fittings from hot and cold fresh water supply lines will, however, be provided at suitable locations in all 1st Class baths so the showers can be expeditiously fitted later if required.

#### Par. 6—Fold-up Lavatories

For the second and third staterooms and in Petty Officers and Engineers' staterooms, folding cabinet lavatories of the same general design and material as those already installed in existing Second Class staterooms shall be provided. The finish of these will be to match the trim in staterooms. Sample lavatory together with detailed working drawings and bill of particulars to be submitted for prior approval.

#### Par. 7—Fixtures, Etc. in Officers' and Crews' Quarters

Improved sanitary outfits of plumbing to be provided for engineers, firemen and crews' quarters, as elsewhere specified.

#### Par. 8—Piping, Tanks, Etc.

The present hot salt and fresh water heating tanks situated on "A" Deck portside together with the piping lines to the same shall be removed.

The existing fresh water gravity tank referred to in Sect. 7, Par. 2 and the new salt water gravity tank referred to in Sect. 6 (c) will be fitted with devices, automatically controlling the pumping station so that when set in operation the gravity tanks will be automatically refilled when necessary and pumping will cease when the tanks are at required capacity, for supply and pressure. All to the satisfaction and approval of the Agent.

Present lead pipe distribution system throughout staterooms, etc., to be removed and replaced by galvanized iron and copper piping.

Drains to various systems, now of lead, to be retained but cleaned of all obstructions and tested by a pressure with 4' head above highest connection to the drain affected; all defective parts to be renewed or repaired. All tests and repairs to be submitted to the Agent for inspection.

tion and acceptance. No deck drains or scuppers will be permitted to remain connected to soil pipes.

**Par. 9—Marking of Fittings**

The marking on original fittings which are to be utilized in the re-building of the plumbing outfit are to be changed from "German" to "English" and all new markings where required are to be in "English." Care is to be exercised that all valves and pipes are properly marked to facilitate the operation and repair of the system.

**Par. 10—Material, Workmanship, Etc.**

Wherever porcelain enameled iron fixtures are to be used, they are to be of first quality and all holes are to be drilled before enameling, care being taken to see that all the iron surface is covered with enamel throughout. All fixtures will be inspected by Agent before shipment and subject to final acceptance upon delivery and before installation. Composition of all white metals, etc. to be analyzed by representative authorized by the Agent, and to be the same as now on board the S.S. "LEVIATHAN," except where otherwise specified. Such tests, where requested, to be at the expense of the plumbing fixture manufacturers.

Wherever polished piping is provided for in staterooms or baths, same is to be of white metal composition like that elsewhere specified for fittings. Nickel-plated piping will not be permitted.

The valves, waste fittings, and other fittings in connection with the plumbing fixtures are to be of extra heavy design and suitable for the hard service required of marine fittings; and, as elsewhere provided, detailed plans of same will be furnished for approval of the Agent.

### SECTION 3

## GENERAL DESCRIPTION OF FIXTURES AND FITTINGS

**Par. 1—Bath Tubs**

(A) Present solid porcelain tubs to remain, except as noted below.

The tubs to be replaced due to defects and removals are as follows:

- (a) C-152 tub removed to be replaced by wall type built-in porcelain tub.
- (b) To be replaced by enameled iron tub open all around—C-160 bath, fire crack in bottom at head; D-274 bath, fire crack in bottom of tub at head; D-339 bath, fire crack in bottom at head.

Present solid porcelain tubs to be repaired and installation improved as follows:—

(a) Tubs requiring enameling repaired in baths:—

C-153, D-262 and D-263. Damaged portion to be painted.

- (b) Tubs to be cinder concreted at back and end with tile finish at top and ends:—C-161, D-262, D-263, D-264, D-265, D-275 and D-338.

The present plumbing fittings to be removed in part and to be replaced by duplicate type of plumbing fittings to those in other 1st class bathrooms, all exposed parts to be made of white metal, interior parts of Navy composition known as "M." These plumbing fittings to be manufactured specially for the purpose of being adaptable to the present tubs where retained. The present waste and overflow to remain and new valves and modified supply connections to be fitted. Where salt and fresh water are both supplied to a tub, supply valves must be fitted independently.

(B) Ordinary suites and all first class public lavatories and ordinary first class stateroom bath rooms will be fitted with new type porcelain enameled iron tub. Tub to be open all around, set in room about 6" clear of bulkheads, at foot and back or 10" clear of tub body at head if possible to allow for fixtures. To be rolled rim type, roll not less than 3". Length of tub exclusive of fittings to be about 5'x30" wide and not less than 17" deep inside, of the design as approved. Waste strainer, complete, inside of tub, to be polished white metal. Waste connection to be of the type through bottom of tub. Plumbing fittings to be entirely above deck. Tubs to be supplied by means of 1" size "Unique" type combination supply and waste, having 1" angle supply valves fitted with ground joint union coupling, with 1" iron pipe size connection, except that in all public baths the supply line connections, valves, etc. will be 1½", "Jenkins" or equal fibre valve seats secured by "Monel" tap screw. Heavy white metal four-arm handle securely attached to stem, with interchangeable china indexed centre name plate inserted with threaded ring. Large yoke with necessary ground joint union, large size nozzle supply to tub, size suitable to equal 2 supply connections, of neat design and easily cleaned; all sharp corners to be avoided. Waste outlet to be not less than 2" in diameter, area of overflow port openings to equal 2" diameter area. Waste connection to be fitted with brass drum trap below deck and of type shown on plan in Agent's possession. Length of stuffing box and sleeve to suit requirements of tile work. All bath tubs to be of first grade, approved by Agent.

(C) Deck Officers, engineer officers and second and third class bathrooms will be fitted with tubs, etc. similar to those described above.

**Par. 2—Water Closets**

(A) The water closets in 1st class private bathrooms and toilets to be of heavy vitreous porcelain syphon jet type, large bowl, fitted with seats with covers black "Whale-Bone-It" type, to have substantial white metal hinges attached to bowl; to have strip rubber bumpers for front and



back of seats and covers, white metal flush valve of approved make and satisfactory to the Agent and with porcelain operating handle and white metal key handle compression angle control valve with union connection for 1¼" galvanized iron pipe; size to be determined by pressure conditions but must be sufficient to give ample flush to closets under normal working conditions; white metal slip joint inlet connection with bumper and pipe holder as required to support seat which must stand open twenty degrees below the vertical; closet to have heavy base with flanged connecting bolts and lag screws for connecting with base blocks which must be provided; base blocks which must be equal in depth to cement and tile, to be furnished for all closets; to be rough cast brass; may be skeleton in form but in general must be within ½" of length and breadth of closet base to be machined where the gas tight joint is made with the closet; to be tapped or slotted, provided with suitable bolts for making proper outlet connection and securing the bowl to the base blocks; outlet connection to be made with good quality rubber gasket with four bolts and nuts, the nuts to be covered with vitreous china caps set in plaster of paris. Closet flushing supply to be from salt water sanitary lines.

(B) In first and second class public toilets and in deck and engineer officers bathrooms and toilets, all water-closets to be of the vitreous china syphon jet type, same as specified above, except that they will be fitted with seats only and no covers.

(C) In third class toilet rooms, battery type of w.c. will be fitted of pattern such as No. 6025A, Mott's catalogue, including flushing tank, painted outside, white enameled inside, with watertight cover of 5/16" galvanized steel plate, securely bolted at four corners on top of tank, having a 1" ventilating pipe 6" high with a return bend on top. Closet bowls will be made of vitreous china, and will have "Whale-Bone-It" seats. Seats to be of the open front type, each bowl to be fitted with a 1" plug-cock for regulating flush. On batteries of four or more toilets, the trunk line will be supplied with a waste outlet at each end, one end only having a trap.

(D) In fourth class and oilers, firemen and crew toilet rooms, water closets of same type as specified above for 3rd class shall be fitted, with the exception that enameled iron bowls will be used instead of vitreous china.

#### Par. 3—Urinals

(A) In first, second and third class and officers accommodations, the urinals shall be of the regular vitreous china, lip type, suitable for installing on bulkhead or urinal enclosure and supplied with a white metal lock-key valve, of suitable size with ½" galvanized iron or white metal pipe supply connection. Strainer of white metal of a perforated drain for-

mation, fitted in the bottom of the urinal with plumbing drain connection for coupling below. Urinal to have trap of white metal furnished with urinal. White glass urinal stalls and white metal framing and supports to be furnished for all urinals of this type, of the same type as now on ss "LEVIATHAN" and as required by plans. Defective stalls to be repaired except in 3rd class where they will be of galvanized iron with galvanized iron pipe supports similar to 3rd class w.c. stalls, the construction of which is covered in Title III.

(B) In the fourth class and crews' accommodations the urinals shall be of smooth 1/16" thickness, rolled sheet monel metal, with heavy rolled front edge and back edge, back edge of trough to extend 12" above line of front edge, as a splash back, with the exception of the ends of trough, which will have ends flanged in, riveted and brazed. The trough to be supplied with automatic (intermittent) flushing tanks. Urinal to be supported with heavy composition brackets to bulkhead. Brass composition drain connections to be fitted each end of trough. Brass composition trap to be placed centrally below trough to receive drains from each end.

#### Par. 4—Shower Baths

(A) In first class suites over tubs, in first class private baths and in first class public and officers' baths, the showers to be of the porcelain douche type 6" in diameter with white metal mountings. Piping and valve connections supplied to shower to consist of a white metal mixing valve of existing type without thermometer, appropriately marked with connections to the hot and cold salt water systems. These showers to be located, to suit plan, over tubs or in shower compartments. Type of valve at present in ship to be copied without thermometer. Where fitted over bath tubs to have a circular canvas curtain to be suspended from suitable overhead ring, also a heavy white metal curtain rod with curtain rings and supplied with white metal large loop curtain retaining stowage hook at bulkhead; this curtain to hang 12" down inside of tub.

(B) In third and fourth class petty officers and crew quarters the same type of shower as specified above shall be furnished. Mixing valve to be as for 1st class. Salt water showers, combined hot and cold to be fitted in all bathrooms and lavatory spaces which may be designated, in the case of the Petty Officers, engineer force and crew, instead of bath tubs as at present fitted. Two showers in general to be fitted in the same space in which a tub was originally fitted. The construction of the enclosures for and the partitions within these showers is specified in Title III. Drains to be fitted in tile floor in each shower space, of brass deck plate with grating and lead pipe connection to scupper drain system.

**Par. 5—Lavatories**

(A) In first class public rooms and toilets, in private baths, in second class public baths and toilets, the existing porcelain china vitreous wear combined slab and bowl pedestal lavatories will be retained wherever presently situated, except where one or more are missing from public lavatories.

Twelve (12) lavatories will be required to complete the public rooms. Of this number eleven (11) are available from the private bathrooms, leaving one to be supplied by the contractors. This one to be a duplicate in all particulars, including fittings of those existing.

In all private baths, except as above noted, there will be fitted enameled iron combined slab, bowl and splash back lavatories with pedestal support, slab 24"x21½", with oval bowl having front anti-splash rim and overflow in back concealed and soap dish moulded in. All to be of first grade and first quality in every particular.

The fixtures will be as follows: two white metal, self-closing faucets to be fitted, marked "hot" and "cold", also one white metal pop-up waste with trap of the same designs and details as at present fitted to stateroom lavatories on the vessel; also white metal drain pipe to drain deck connection.

There will be furnished with each lavatory a rectangular white enamel finished mirror frame of approved design, and a plate glass rectangular mirror, together with a white glass shelf, one white china pin or jewel tray with brackets, one combined glass and tooth brush holder with glasses and one Carafe bottle and holder—the last three items being mounted on the mirror frame—together with one soap dish and holder, one sponge dish and holder mounted on the splash back of lavatory. All exposed metal work to be white metal; design and material the same as now on board, except such modifications as may be approved by Agent.

(B) In second and third class and petty officers' staterooms, fit folding cabinet lavatories of same general design and material as those installed in existing 2nd class staterooms. Sample lavatory together with detailed working drawing and bill of material to be submitted for prior approval. Finish to match trim of room.

(C) In firemen and crews washrooms, the lavatories will be of a pattern such as No. 4565-A. Mott's catalogue. Each unit in the range will be of the following size: Length of back 20"—front to back 16"—bowl 14"x11" enameled inside, painted outside, a lever handle plug cock, round way, to be fitted directly under outlet of each bowl.

These lavatories will be supported by cast malleable or brass wall hangers and brackets, not cast iron. Brackets and hangers to be firmly secured to bulkheads, and will fit snugly under basin tops. The basin

cocks will be made of white metal, and will be of a push button, self-closing type, and will also be of the low-down pattern. No cock will be allowed which can be secured in the open position, and so cause a wastage of water.

**Par. 6—Pantry & Stewards' Water Service, Ice Water Founts**

All galley pantries, bars and stateroom service pantries to be provided with extensions of ice water circuit where not so provided—ice water supply founts—consisting of a vitreous white china bulkhead bottle or container filling tray with 12" wall splash back; pan of tray to be about 10"x10" with roll rim and about 2" deep having white metal perforated drip tray. A white metal drain connection for 1" lead pipe drain connection with trap is to be fitted, also a special white metal bottle filling self-closing lever-bib faucet with long spout, similar to "LEVIATHAN" type, located just above and close to top of splash back (see also Par. 12, Sect. 7).

**Par. 7—Dispensary Sinks**

Will be of a pattern similar to #7051—A. Motts catalogue "Imperial porcelain" of the following dimensions: Length outside 51", width outside 2' 2", sink inside 32"x20"x6½", drainboard 2', height of back 9", faucets 10½" center to center. Faucets to be ¾" iron pipe size, white metal, china index, marked hot and cold. Trap to be 1½" iron pipe size; white metal, with vent opening capped. Sink to be fastened to bulkhead by composition or cast malleable brackets (cast iron must not be used).

**Par. 8—Hospital Lavatories**

Will be of a pattern similar to #4543—A. Mott's catalogue—porcelain enameled iron, with integral back, and aprons of the following dimensions:—Length 24", width 18½", basin 14½"x12", height of back 9", aprons 5", fitted with white metal Nassau waste, white metal compression faucets, china index, marked hot and cold. White metal 1¼" trap iron pipe size with vent opening capped. Lavatory to be supported by concealed hanger and brackets. Hanger and brackets to be made of composition or cast malleable, (cast iron must not be used).

**Par. 9—Barber Shop and Ladies Hairdressing Room**

To be fitted with a lavatory of the standard bathroom type. A single combination hot and cold goose neck faucet with compression valves and hose douche connection complete with hose and douche. All metal exposed work of white metal and concealed of composition "M".

One manicure lavatory of vitreous china with white metal hot and cold fresh water connections and drain to be fitted in Barber Shop and Ladies Hairdressing Rooms, each—type of lavatory same as in barber shop of "Hotel Pennsylvania."

**Par. 10—Stewards Slop Sinks**

Roll rimmed monel metal slop sinks with integral back and white metal strainer, fitted with enameled trap standard with lead drain connection with portable grating. One white metal compression faucet of approved make for salt cold water. These sinks shall be distributed throughout the cabin quarters as follows, enclosed in small lockers to be arranged in convenient places:—2 on A Deck, 2 on B Deck, 3 on C Deck, 3 on D Deck, 3 on E Deck, 2 on F Deck, and 1 on G. Deck. Drains of lead pipe to be led from these to direct waste pipes.

**Par. 11—Laundry Tubs**

Laundry tubs of cast iron enameled as at present fitted in head of vessel to be overhauled and piping put in order.

**Par. 12—Water Treatment Rooms**

This outfit consists of 1 porcelain corner wall base tub, 1 glass-metal frame rubbing table, 2 wood body electric bath cabinets, 1 therapeutic bath outfit, 1 bidet bath shower, 1 needle shower, 1 foot needle bath tub, 1 hot and cold fresh water wall sink with douche and mixer, 1 wall lavatory and 1 wall fount.

These fixtures are on board the vessel, but have been partly dismantled. They are of foreign design but of a very good type, and shall be retained and put in order for use and all parts repaired or replaced where damaged or missing. This applies to all fixtures except the 2 wood body electric bath cabinets. These cabinets shall be replaced by two (2) new ones of a type similar to the "Cosmo" shown on page 230 of The Hospital Supply Company's catalogue. These cabinets to be fitted complete with all the necessary equipment. There shall also be repaired or replaced where necessary, one salt and one fresh water shower in Pool Room together with one water closet and one lavatory in said compartment complete in accordance with requirements for public lavatories 1st class, and one lavatory in Pool manager's office of the type required for 1st class stateroom. Extension to be made of the ice water system to include the bathroom passage with a drinking fount fitted in the passage.

**SECTION 4****SCHEDULE OF PLUMBING ACCESSORIES****Par. 1—General Instructions**

The following schedule is given with the understanding that it represents the minimum requirements only, and may be amplified as Agent deems necessary to provide a convenient and satisfactory arrangement. The articles marked "X" are to be duplicates in design and material to those existing on the vessel.

It is understood that in the case of all of these articles and fittings and any other articles and fittings which may be required, that samples as made up by the American manufacturer are to be submitted for approval, and any tests of material required to determine the quality of the articles to be at the manufacturers expense.

If in these specifications the fittings for certain spaces are not named and described, it is understood that these are to be supplied in accordance with Agent's direction.

**Par. 2—Tubs in Private Baths**

- x-1—Grab rod short, white glass, white metal knobs.
- x-1—Large towel rail white glass, white metal knobs.
- x-1—Soap dish holder.
- x-1—Sponge dish holder.

**Par. 3—Tubs in Public Baths**

Same as above.

**Par. 4—W. C. in 1st, 2nd and 3rd Cl. and Officers Accommodation**

- x-1—Grab rod, short, white glass white metal knobs.
- 1—Paper holder, special type to be approved for rollpaper.
- 1—Cigar holder.

**Par. 5—Individual Urinals**

- x-1—Grab rod small, white glass, white metal knobs.

**Par. 6—1st Cl. Public Lavatories**

- 1—Soap dish molded in pedestal lavatory.
- 1—White glass toilet shelf and white metal rail.
- 1—White glass towel shelf and rail.
- 1—Mirror, rectangular, white metal frame, Navy type, Spec. 30 M. I.

**Par. 7—2nd Cl. Public Lavatories**

- x-1—Soap dish molded in pedestal lavatory.
- 1—White glass toilet shelf and white metal rail.
- 1—White glass towel shelf and W.M. rail.
- 1—Mirror, rectangular, white metal frame Navy type, Spec. 30 M.I.

**Par. 8—Lavatories in Existing 1st Cl. Staterooms and Baths where lavatory cabinets and mirrors are intact or sufficiently so to warrant retaining them**

- x-1—Suitable mirror as approved following present type.
- x-1—Combined glass and tooth brush holder.
- 1—Thermos bottle for each lavatory bowl of stateroom; also white metal holder.
- 1—China jewel tray and holder.
- x-1—Soap dish and holder.

- 1—White glass toilet shelf and W.M. rail.
- 1—Towel rail like that in sample room E-466 for each lavatory bowl.
- x-1—Sponge dish and holder.
- 1—Razor strap hook for each lavatory like that in sample Room E-466.

#### Par. 9—Lavatories in 1st Cl. New Staterooms

Mirror and frame are specified in Title III. Each single lavatory to be provided with a thermos bottle of approved type, with white metal holder, also white metal single glass holder, white metal towel bar and white metal razor strap hook. Each lavatory bowl of the double type shall be provided with a thermos bottle of approved type, with white metal holder, a white metal single glass holder, a white metal tooth brush holder like sample in possession of the Agent, a white metal towel bar, and a white metal razor strap hook like that in E-466. This equipment for single and double lavatories shall be substantially like that on the dummy cabinet outside E-466 or on cabinet in E-466.

#### Par. 10—Lavatories in 1st Cl. New Private Baths

- 1 suitable rectangular mirror (not beveled glass).
- 1 combined glass and tooth brush holder.
- 1 thermos bottle and white metal holder.
- 1 China jewel tray and holder.
- 1 glass toilet shelf with rail.
- 1 towel rail like E-466.
- 1 sponge dish and holder.
- 1 Razor strap hook.

All of these fittings to be of white metal.

#### Par. 11—Mal de mer Pedestals

- x-2—Short white glass grab rods with white metal knobs.

### SECTION 5

#### DISPOSITION OF EXISTING OUTFIT

##### Par. 1—Bath Tubs

(A) All cast iron bath tubs and fixtures appertaining thereto throughout the vessel together with the foundation saddles, of plate brackets, to be removed. The plate bracket may be cut off 1½" below the tile line if desired to retain cementing as far as possible and to preserve watertightness of decks.

(B) One (1) wall type solid porcelain tub to be furnished with fixtures and installed in bath C-152 to replace one removed.

(C) Three (3) solid porcelain bath tubs of the built-in wall type to

have the enameling repaired on outer base by painting damaged portion in rooms C-153 and D-262 and D-263.

(D) Seven (7) solid porcelain bath tubs of the built-in wall type to have Portland Cement cinder concrete filled in back of side and end of tub to protect steel bulkhead and eliminate a dirt place; this cement filling to be finished on top at tub line with an appropriate vitreous tile capping which will continue down to deck at both ends of tub; locations C-161, D-262, D-264, D-265, D-275 and D-338.

(E) Three (3) solid porcelain bath tubs of the built-in wall type with fixtures to be removed entirely due to cracks and to be replaced by new type open all-round porcelain enameled iron tub. This refers to Rooms C-160, D-274 and D-339.

##### Par. 2—Water Closets

(A) All porcelain front-washout closets to be removed together with water-closet tile base blocks and flushing tanks with fittings for 1st, 2nd, 3rd class, officers and crew.

(B) All porcelain hopper closets for 3rd and 4th class to be removed together with base blocks, etc.

(C) All water-closet flush troughs for engineers, firemen and crew to be removed.

(D) The four Mahommedan water closets in "head" to be removed.

##### Par. 3—Lavatories and Wash Stands

(A) All 1st class and officers' stateroom lavatories, also public lavatories for same classes to be retained and repaired as hereinbefore indicated. All fixtures and accessories to be overhauled and repaired as necessary.

(B) Lavatories in 1st, 2nd, 3rd and Petty Officers' staterooms, consisting of hardwood folding up cabinets, to be retained and all fixtures and accessories to be overhauled and repaired.

(C) Lavatories for 4th class now on board to be assembled in lots to comply with plans in lavatory spaces on "E" Deck, and the remaining unfilled requirements for 4th class quarters to be replaced by new ones of similar type, as per specifications.

(D) Pedestal lavatories in public toilet spaces 1st and 2nd class, to remain where not condemned, all to be fitted with hot and cold connections.

(E) Lavatory troughs for buckets for engineers and firemen to be removed and replaced by new type porcelain enameled iron as approved.

(F) Lavatory mirrors at lavatories to be re-silvered where necessary and properly framed and sealed moisture-tight for the preservation of the silvering.

(G) Pedestal lavatories in 1st class stateroom bath to be removed

and put in 1st class and officers public baths and toilet rooms as may be necessary to complete such rooms. Those in private baths and 2nd class public baths to be of the type heretofore specified for these spaces.

**Par. 4—Urinals**

All through urinals now fitted in engineers and crews quarters to be removed and replaced by those as specified under Sect. No. 3.

**Par. 5—Bidets**

These outfits to be removed.

**Par. 6—"Mal de Mer" pedestal sinks in public lavatory spaces**

These units to be overhauled and put in order.

## SECTION 6

### PIPING AND SUPPLY TANKS

(A) All steel piping to and from gravity supply tanks, including distributing lines, for cold fresh and salt water, leading from and to pumps in engine room to be replaced with galv. wrought iron pipes. This piping shall be tested to 200 lbs. on test gauge taken at pumping station at "J" Deck line. When this test is made, the heaters and tanks shall be disconnected from the systems, as they are not constructed for this high pressure.

(B) Present cold salt gravity supply tank, in tank room on "A" Deck, portside, abreast forward engine room, shall be removed and dispensed with.

(C) A new cylindrical gravity tank about 5 tons capacity for salt water supply shall be installed in 3rd stack, fitted with a slide float valve, overflow overboard, and air relief line, for the purpose of maintaining a steady pressure at all times on the sanitary system. The slide valve is for regulating the supply of water to the tank and increasing the pressure on the supply line from the pump to tank in order that the fire line may be supplied from the same pump and always be under pressure. The discharge from this tank will constitute the main supply for all hot and cold salt lines throughout the vessel. The tank to be of the construction shown on Dr. #231-6-13, subject to such modifications as may be agreed upon.

(D) The existing cold fresh water gravity supply tank in the 3rd stack shall be retained. It shall be fitted with a slide float valve and with overflow and air relief line, the same as specified above for salt water supply tank. The purpose of the slide float valve is to regulate the supply of the water to the tank and to maintain a steady pressure on the system at all times. New wrought iron galvanized supply piping shall be fitted

through the engine trunk and connected with the new distribution system mains under "H" Deck.

(E) All salt water standpipes now located inside and at top of 3rd stack to be removed.

(F) The existing gravity tank which is to remain, and also the new gravity tanks, shall be tested to 20 lbs. pressure per square inch.

(G) All fresh and salt water tanks now located on top of officers deckhouse forward and aft around engine stack hatch, together with all water and steam pipes immediately connecting same to ship's present system, to be removed and arrangement made to supply water from ship's supply line from gravity tanks.

(H) Present hot fresh water return pump and balance control tank in starboard engine hatch, H Deck, together with suction pipes from ends of hot water return systems, to be removed; also delivery pipes from the pump to cold fresh water supply main together with small overflow pipe, at top of this hatch, starboard side, to be removed.

(J) Present hot salt waste return pipes and valves to sanitary pump ends in lower engine rooms, port and starboard sides, to be removed.

(K) All existing lead water supply piping in all passenger and crews accommodation shall be removed and replaced with iron and copper piping as specified elsewhere. This will, however, not apply to the swimming pool piping which shall be retained, as it requires only minor repairs and is further referred to in Section 7, Par. 9.

(L) All drain and soil pipes within these spaces to remain and be overhauled and tested (see Sect. 2, par. 8.). All drains from baths and lavatories in bathrooms, etc. to be modified where necessary to avoid exposure along tile work at bulkheads. These drains to lead directly thru the deck at fixture and connect below deck instead of above deck.

(M) To provide clean water for sanitary system when the vessel is making the dock, suction from sanitary pumps will be provided to washing water tanks which will be filled with clean sea water ballast before the ship reaches port or about when leaving quarantine. The sanitary system will be supplied from these tanks until the ship docks or until tanks are exhausted, when the main sanitary system will be supplied either: (a) from fresh water supply to washing water tanks, or (b) through strainer and filter to be provided on the supply pipes to gravity tank in #3 stack.

On leaving port sanitary water will be supplied through strainer and filter as above.

(N) Provision will also be made so far as practicable for cutting out accommodation other than for the crews quarters while the ship is in port and also for supplying sanitary water to the crews quarters from the discharge on the auxiliary circulating pumps when in port during winter months.



## SECTION 7

## GENERAL PIPING SPECIFICATIONS

## Par. 1—General Requirements

Fresh water, hot and cold, supply pipes to lavatories shall be 3-8" for single lavatories and 1/2" for double lavatories, to showers 3/4", to private bath tubs 1", to sinks 1/2" and to washing machines 1/2". Salt water, hot and cold, supply pipes to showers shall be 3/4", to private bath tubs 1", to water closets 1 1/4", to tubs in public baths 1 1/2", to slop hoppers 1 1/4", to slop sinks 1/2" and to urinals 1/2".

Care will be taken in the case of supply lines to avoid excessive pipe sizes in consideration of the large number of pipe lines for various services which it is necessary to run overhead in the passageways.

Flanges for the supply lines 1 1/4" to 3" inclusive will be of the two bolt hydraulic type, male and female flanges, with pipe rolled in, except for copper piping which will have flanges hammered over and brazed.

All pipes 1 1/4" and above shall be fitted with flanges. Screwed fittings will be accepted on sizes below 1 1/4".

All iron pipe fittings must be of malleable iron; flanges will be of wrought iron. Copper pipes shall have brass flanges and fittings. White metal pipes shall have white metal fittings.

All bulkhead fittings for flanged pipe to be of the 3 flange spool type. Sandwich joints will not be permitted. Stuffing tubes may be used for all sizes of screwed wrought iron pipe, through non-watertight bulkheads only.

Where risers are fitted in pipe trunks, supports for the pipes shall be fitted at the mid-height of the riser to allow expansion of the pipe in both directions (up and down). Supports for the horizontal extension of the risers shall be kept sufficient distance from the bend, so as not to interfere with this expansion. Where branches from the risers penetrate non watertight portions of the trunks at the various deck levels, it will be satisfactory to have the holes in the trunks cut large enough to allow the pipe flange to pass through and in these cases no dust collars, etc. need to be fitted around the pipes, except where in some individual cases the Agent may direct that such collars shall be fitted.

All supports for iron and copper pipes to be of wrought iron. Copper pipes to have sheet lead chafing slips. Supports for lead pipes to be of wrought iron with galvanized iron sheet saddles as at present fitted. It is most essential that proper hangers be provided for all piping and that these hangers shall be spaced not over 4' centers.

In the case of existing lead soil pipes, it is most essential that careful

attention be paid to, and ample means provided for properly supporting these pipes.

All iron work to be painted with red lead, except where galvanized.

## Par. 2—Fresh Cold Water System for Washing and Bathing

From the lower part of the fresh cold water main, leading from the gravity tank in stack #3 referred to in Section 6, under "Piping and Tanks," an extension for the main supply to ship is to be led forward under "H" Deck in central passage over boilers on starboard side, to the location of the forward vertical pipeline trunk, starboard side, between frames Nos. 220 and 224, with vertical pipe lines up these trunks supplying water to accommodations generally between frames Nos. 193 and 236. From this principal fresh water line, vertical lines of pipe will also be extended to and up the uptake trunk, starboard side, between frames Nos. 155 and 157 to supply rooms between frames Nos. 145 and 193 and between Nos. 102 and 104 for rooms between frames Nos. 65 and 145, all for the purpose of distributing the water to the various requirements in the immediate district supplied by each of the risers. From these, distribution branches will be made at each deck, and manifolds fitted on the sides of the trunks, so that the sections supplied from these risers can be shut off from the corridors. A globe valve will be fitted on each branch line in a suitable place, always accessible.

Each of the main risers will have a valve at its source where connecting to main line below "H" Deck. Supply line from risers in trunks between Nos. 102 and 104, port and starboard, with valve cut-out shall be led aft under "F" Deck to the 3rd class and crew's quarters to supply the after end of the vessel; these risers shall have branches at each deck level with cut-out valves as described hereinbefore for risers, etc.

Wherever possible and practicable the main distribution leads on each deck shall be run fore and aft overhead in passages above paneling with thwartship branches where necessary, so that all joints and valves may be readily accessible, by removing portable sections of paneling in way of same in passageways and outside of staterooms. From this deck main, 3/8" diameter pipe spur lines will be led into staterooms or bathrooms, to the lavatory faucets and 3/4" lines to showers; also a separate 1" pipe line into bathrooms for tub supply in a limited number of cases in Cabin De Luxe Suites only; each of these spur lines to have a valve cut-out at main pipe line connection. Spur lines in staterooms to lead overhead if possible behind removable panels in ceiling or bulkhead with a 6" bend, to lead down to lavatory faucet coupling, to which it will connect, after making a return bend alongside lavatory, avoiding if possible any joints within the stateroom. In case of supplying a double lavatory set, one pipe will suffice, using a "T" connection in passing from the first to the second

lavatory. Size of pipe lines to be in ample proportion to the requirements of the section supplied from the system, all of which are to be developed in plan by contractors and approved by Agent before proceeding with work.

### Par. 3—Fresh Hot Water System for Washing and Bathing

Fresh hot water shall be supplied to lavatories, baths, etc., fixtures as specified in following Par. 7. The hot water circulating system is to consist of three heating units attached to the main fore and aft supply line running under "H" Deck over boilers. Each unit will have a circulating pipe line leading up the starboard pipe line trunks, referred to in Paragraph 2 to the top deck requiring hot water service, with branch lines at each deck to be led along passages in a continuous single line or several single lines, in either case completing a sectional circuit and finally connecting to the vertical return line down the pipe line trunk to the original heating unit forming a complete circuit for circulation. At all supply and return connections to risers the regular system of cut-out valves and manifolds will be fitted. In reaching an isolated section of rooms, the arrangement of piping shall be such that a circulation of hot water will be maintained as close to the fixtures as possible. It may be found practicable to do this in one of several ways. The advantages of one system over another will be considered, considering the amount and size of pipe required to affect this result and the ease of fitting such piping system to the ship and to the existing accommodation. The final spurs or leads from main circulating pipe line are to be fitted complete with cut-outs, etc. all as specified for cold fresh water in Par. 2. The heating units shall have ample capacity to maintain 130° F. temperature in the heating lines. Cross connections shall be provided, enabling each system to serve as a make-up to the adjoining system, should its heating unit be under repair.

### Par. 4—Cold Salt Water System for Baths and Water Closets

The salt water main shall be carried from the base of the salt water supply gravity service tank in 3rd stack to and along the central passage under "H" Deck, portside; from this main, risers will be taken and carried up to the various decks through the several portside pipe trunks in a similar manner to that for cold fresh water. The distribution service lines on each deck shall carry water to water closets, urinals, baths, slop sinks and other fixtures as specified in following Par. 7. All pipe line diameters shall be proportioned to the pressure and length of leads to give the necessary flow of water.

### Par. 5—Hot Salt Water System for Bath Tubs and Showers

This system to be similar to the hot fresh water circulating system, except that the water is not to circulate in the spur lines. The fixtures to be served with hot salt water are listed in following Par. 7. The piping

of this system shall be of seamless drawn copper, the thickness to comply with the U. S. Steamboat Inspection Service rules for pipes of 100 lb. working pressure and shall be tested for double this pressure. The pipes shall be fitted in long lengths. The main line shall have two bolt hydraulic type flanged joints for pipes up to 3" only, for pipes over 3" standard male and female flanged joints shall be used. The flanges shall be of brass, Navy composition brazing metal; the pipe shall be hammered in and over the flange, and the flange brazed to the pipe. The joints shall be made of best grade of gasket material to be approved by the Agent. All flanged bolts and nuts shall be of iron. The spur or branch extensions to bath tubs and showers shall be of heavy copper piping, iron pipe size, with flanged connections at cut-out valves and screwed connections at the fixtures only.

### Par. 6—Fresh and Salt Water Heating Units

There shall be installed six (6) water heating units, three (3) for fresh water and three (3) for salt water, having ample capacity for heating, and distributing to systems, the requisite amount of hot water per hour, raising the temperature from 40 degrees to 130 degrees, with steam at 50 lbs. pressure.

Each heater shall be of the construction shown on Dr. #231-6-11, subject to such modifications as may be agreed upon and designed to withstand a working pressure of 75 lbs. and shall be tested to 100 lbs. It shall be of semi-steel and fitted with copper return bend tubes. The front shall be removable, to allow for the cleaning and repairing of tubes. The fittings and pipe connections shall be made in the following manner:—A thermostat shall be fitted about 24" from the bottom of the heater for the purpose of regulating the steam supply and maintaining an even temperature of 130 degrees at all times. A steam pressure gauge and safety valve to be fitted to steam coil inlet. The cold supply will enter the heater close to the bottom. The return circulation line shall enter the heater as close as possible to the cold water supply. The steam supply will enter on the top at front, and the exhaust steam line to be taken off at the bottom. To the top of the heater at centre, the main service supply distribution-pipe system connection will be made with composition "M" valve. A small centrifugal circulating pump driven by electric motor will be fitted on each return circulation line, arranged on loop, leaving straight flow thru return circulating pipes, when pump is not in use. Temperature gauges to be fitted to top of each of the heating units. A sample heating unit as finally designed and proportioned for the above service, to be made and tested for acceptance of heating capacity, before proceeding with the complete outfit, test to be made by drawing off water from open outlet on top of heater.

**Par. 7—Water Distribution Service**

Fresh hot and cold and salt hot and cold water shall be delivered to the fixtures throughout the vessel as stated below:—

**1st Class Accommodations**

Lavatories, fresh hot and cold. Bath tubs in De Luxe suites, fresh hot and cold and salt hot and cold. Bath tubs in private and public baths, salt hot and cold. Showers in De Luxe suites, fresh hot and cold. Showers in private bath tubs, fresh hot and cold. W.Cs., salt cold. Urinals, salt cold. Mal de Mer, salt cold.

**2nd Class Accommodation**

Lavatories in public washrooms, fresh hot and cold. Bath tubs in public baths, salt hot and cold. W.Cs, salt cold. Urinals, salt cold.

**3rd Class Accommodation**

Lavatories in public washrooms, fresh hot and cold. Bath tubs in public baths, salt hot and cold. W.Cs, salt cold. Urinals, salt cold.

**4th Class Accommodation**

Lavatories in public washrooms, fresh cold. Showers, salt hot and cold. W.Cs, salt cold. Urinals, salt cold.

**Officers and Crew, Deck Dept.**

Officers:—Lavatories, fresh hot and cold. Bath tubs, salt hot and cold. Showers, fresh hot and cold. W.Cs, salt cold. Urinals salt cold.

Petty Officers and Crew:—Lavatories, fresh cold. Showers, salt hot and cold. W.Cs salt cold. Urinals, salt cold.

**Officers and Crew, Engine Dept.**

Officers:—Lavatories, fresh hot and cold. Bath tubs, fresh hot and cold. Showers, fresh hot and cold. W.Cs, salt cold. Urinals, salt cold.

Petty Officers and Crew:—Lavatories, fresh hot and cold. Showers, salt hot and cold. W.Cs, salt cold. Urinals, salt cold.

**Officers and Crew, Stewards Dept.**

Officers:—Lavatories, fresh hot and cold. Bath tubs, salt hot and cold. Showers, fresh hot and cold. W.Cs salt cold. Urinals, salt cold.

Petty Officers and Crew:—Lavatories, fresh cold. Showers, salt hot and cold. W. Cs, salt cold. Urinals, salt cold.

**Galley and Pantry Compartments**

Sinks, fresh hot and cold. Sculleries, fresh hot and cold. Cooking kettles, fresh cold from culinary tanks. Dish washing machine, fresh cold. Bain-maries, fresh cold. Slop hoppers, salt cold. Potato Peeling Machine, fresh cold.

Slop Sinks:—Salt cold.

**Stewards Serving Stations:—**Fresh hot and cold and ice water.

**Barber Shops and Hairdressing Shop:—**Lavatories, fresh hot and cold.

**Hospital Spaces:—**Lavatories, fresh hot and cold. Bath tubs, fresh hot and cold and salt hot and cold. W.Cs, salt cold. Dispensary sink, fresh hot and cold.

**Laundry:—**Fresh hot and cold.

**Swimming Pool and Water Treatment Rooms:—**Lavatories, fresh hot and cold. Bath tubs, salt hot and cold. Sink, fresh hot and cold. 1 shower, salt hot and cold and 1 shower, fresh hot and cold. Foot tub, salt hot and cold. W.Cs, salt cold.

**Bathing Master and Attendants Rooms:—**Lavatory, fresh hot and cold. Bath tubs, salt hot and cold. W. Cs, salt cold.

**Par. 8—Cleaning Pipe Lines**

All new pipe lines and systems to be thoroughly blown out after all are assembled, by the use of compressed air at about 80 lbs. pressure, to clear piping of foreign materials and dirt liable to interrupt water flow at terminal faucets, etc. All being blown out before faucet connections are made to terminals. Old systems to be cleaned with water.

**Par. 9—Cold and Hot Salt and Fresh Water Supply to Swimming Pool and to Water Treatment Rooms**

The supply of fresh and the make up supply for the salt water to the swimming pool with its showers and water treatment rooms shall be taken from the forward extensions of the gravity supply systems of the vessel. The greater portion of the necessary piping exists but shall be thoroughly examined for defects and where such exist, the defective portions shall be replaced. The existing heaters fitted in the salt and fresh water piping shall be retained after they have been properly and thoroughly examined for defects and put in first-class condition. The existing piping shall be connected to the above referred to extensions and where not already so done, to all of the fixtures forming a part of the swimming pool and water treatment rooms.

The two (2) existing centrifugal pumps shall be retained, thoroughly overhauled and put in first class working condition.

The make up supply line for the salt water referred to above shall be 1½" diameter and shall be branched into the suction line from the swimming pool to the pump; a branch shall be made close to the pump. A valve shall be fitted in this line in the pump room.

**Par. 10—Drinking Water System**

Water cooling scuttle butts located as specified below, cooled by brine circulation furnished from the ship's refrigerating system, distribute ice water by a circulating system to the various stewards service stations

also scheduled below and at which stations service founts shall be located. The ice water distribution piping is generally in place above "D" Deck, also to a certain extent below "D" Deck where the joiner work has not been removed.

The existing piping shall be thoroughly examined, overhauled and put in first-class repair; the existing electric pumps shall also be overhauled and put in first-class condition. Necessary new piping shall be of galvanized wrought iron and insulated in a manner similar to the original installation.

Location of Scuttle Butts	Location of Service Stations
"A" Dk. frame #92 stbd.	B Deck-Pantry service at fr. #92-stbd.
	C " " " " " #92 "
	D " " " " " #94 "
	E " " " " " #94 "
	F " " " " " #98 "
"B" Dk. frame #202	A Deck-Serving Bar—Winter Garden at frame #200-Centre
	B Deck-Pantry fr. #200-port
	C " Stewards service fr. #204-stbd.
	C " " " " " #212- "
	C " " " " " #246- "
	E " " " " " #200- "
	E " " " " " #200- "
	E " " " " " #241- "
	E " " " " " #248-port
	F " Pantry " " #265-stbd.
	F " Stewards " " #209- "
	F " " " " " #245- "
	F " " " " " #259- "
	G " Barber Shop " " #232- "
	G " Stewards " pass. " #199- "
	G " Swimming Pool passage stbd. side
"E" Dk. Frames #55 stbd.	E Deck Pantry fr. #54-stbd.
	D " Service Pantry " #17- "
	F " Stewards Serv. Pass. " #21- "
	G " " " " " #21- "
	H " " " " " #65- "
	G " Serving Pantry " #66- "
	G " " " " " #100- "
	G " Stewards Serv. Pass. " #142-port
	G " " " " " #158- "
	G " " " " " #108- "

"F" dk. frame #110

"B" Dk. frame #92

Engine room working platform 2 drinking founts.

G Deck—Messroom fr. #113-stbd.

F " —Ice Cream Room fr. #105-port

Restaurant Pantry, portside, outlet in pantry. fr. #92-port

#### Par. 11—Culinary and Drinking Water Pumps

There will be installed two (2) new vertical duplex pumps 4¼"x-5"x5" which shall be arranged to draw from the tanks specified for culinary and drinking purposes exclusively, and to force water into a 4" standpipe which shall be located in the third stack and carried up to the height of the two fresh and salt water gravity tanks in the stack. This standpipe shall overflow into the referred to culinary tanks and shall be fitted with a sight overflow. From the base of this standpipe shall be led 2 lines, one to supply fresh water to the several galleys and pantries and also to all drinking fountains in the 3rd and 4th class accommodations, the other to connect to the main line supplying the water cooling scuttle butts referred to in Par. 12.

The above referred to two pumps are covered under Title II, Part II, Section 20.

#### Par. 12—Fresh Water Filters

There are at present four (4) fresh water filters located in the after turbine engine room. They shall be cleaned, thoroughly overhauled and put in first class working order to the satisfaction of the Agent.

The two (2) filters on the portside shall be used to filter the water for culinary and drinking water purposes only. The two (2) filters on starboard side will filter the washing and bathing water.

In addition to the above referred to filters there shall be installed five (5) new filters, one on each of the supply lines leading to the water cooling scuttle butts referred to in Par. 10. The filters shall be of the "Roberts" type or equal and shall have sufficient capacity to supply all of the drinking stations on each system; each filter shall operate at full capacity with a pressure of 15 lbs.

In the 3rd and 4th class accommodations and in the pantries and galleys referred to in Par. 11, there shall be installed in the drinking water system a sufficient number of small filters of the "Robert's" type or equal, it being understood that each filter shall not be required to supply more than three (3) drinking water stations. Each filter shall have a capacity of 30 gallons per hour and shall operate at full capacity with a pressure at 15 lbs.

## SECTION 8

## DRAIN CONNECTION TO FIXTURES

## Par. 1—Drains immediately attached to fixtures above deck

The size, etc. of these drains to be as follows:—Lavatory, single, 1- $\frac{1}{4}$ ", slip joint thru deck with heavy gauge white metal tubing. Bath tubs 2", with slip joint of approved type of drum trap below deck. Urinals, 1- $\frac{1}{2}$ ", with P trap. Sinks, 2", with P and S trap according to location. For sinks round way plug cocks to be provided directly under fixture. Refrigerator drain, 2", with approved refrigerator trap below deck.

## Par. 2—Drain pipes below decks

The size of these pipes to be as follows:—Lavatories 2", showers 2", urinals 2", bath tubs 2", water closets 4", sinks 2", slop sinks 2 $\frac{1}{2}$ ".

## Par. 3—Lavatories in first class and officers staterooms, bathrooms and public lavatories.

The new stateroom lavatories shall be connected to existing drains wherever possible but to make the connection as efficient and at the same time as neat and sightly as possible, the drain is to be led directly down thru the deck singly or in combination with an adjoining lavatory, if desirable, and the proper lead of the drain re-established below the deck.

## Par. 4—Swimming Pool and Turkish Baths and Laundries

These drains to remain as at present arranged, but to be overhauled and reset where necessary to suit the new arrangement and installation of tiling. All to be tested as elsewhere specified except the height of test in this case to be taken as 4' above top of pool coping.

## Par. 5—Pantries and Serving Stations

Same as specified in Par. 2, except tail pipes to be of lead.

## Par. 6—Galley Sinks

Same as specified in Par. 2.

## Par. 7—Water Closets

The existing water-closet seat blocks to be carefully removed, the lead soil pipe "turned in" with care after a proper temporary stopper of bagging or similar material has been inserted in pipe to prevent foreign matter entering during alterations. This lead soil pipe is to be reset in the new water closet base casting and care is to be exercised in working the lead pipe so as not to cause deterioration or fracture.

## Par. 8—Scupper and Floor Drain Gratings

All scupper and floor drains shall be fitted with rugged gratings held down with tap rivets.

## Par. 9—Soil Line Vents

All soil lines to be ventilated in the following manner:—the main vertical line shall rise to the atmosphere, not less than 4" pipe to be used;

in addition where lines are in a horizontal position directly under toilet batteries over 5' in length, they shall be fitted with a 2" relief line carried to the same height as the main soil vent. Care shall be taken to place ventilating goosenecks as far as possible from ventilating intakes.

## SECTION 9

## PIPE COVERING

Detailed instructions relative to pipe covering are given in Title 1, Section 3, Par. 30.

## SECTION 10

## MATERIALS AND WORKMANSHIP

## Par. 1—Iron Piping

All iron pipe to be guaranteed of the best grade of iron and to be heavily galvanized by the hot process after flanges have been fitted in place. Pipes 3" and less shall be single extra heavy, those above 3" shall be standard pipes. The pipes to be of the "Byers" or "Reading" Iron Pipe Co. make. All iron pipe material to be distinctly marked and kept separate from other stock, and any steel pipe found installed is to be removed and replaced by iron pipe as directed by the Agent. All joints to be perfectly watertight and in accordance with type to be approved and equal to, what is known as a two bolt hydraulic flange joint with pipe rolled in for main line, with all fittings to be flanged. Piping on new spur pipe systems to be threaded. Unions for small spur lines to fixtures to be of malleable iron galvanized with inserted brass seats. All pipes to be bent to shape as far as possible.

## Par. 2—Copper Piping for Hot Salt Water

Copper piping for the hot salt water shall have brass flanges; the pipe shall be hammered in and over the flanges, and the flanges brazed to the pipe. Bolts and nuts to be of iron. Valves and connecting castings to be flanged to match. Thickness of piping shall be as specified in Par. 5.

## Par. 3—Valves

All valves in pipe lines between gravity tanks and manifolds in riser trunks shall be of the gate valve type. On the fresh water system these valves shall have cast iron bodies on brass mountings. Those on the salt water system shall be of brass. All valves in pipe lines between manifolds and plumbing fixtures shall be of the globe valve type and shall be made of brass. Valves 1 $\frac{1}{4}$ " and over shall be flanged and fitted with



bolted bonnets; all valves 1" and under shall be screwed, with screwed bonnets. All valves shall be made to stand at least 175 lb. working pressure.

#### Par. 4—Compositions

**Brass**—All brass valves, fittings, couplings, etc. to be in accordance with the U. S. Navy Standard Specification #46-B-8-A Composition M.

Properties: Copper minimum 87%, tin minimum 7%, iron maximum .06%, lead maximum 1% and zinc maximum balance, or copper 88%, tin 10% and zinc 2%.

Brass flanges and couplings which are to be brazed to copper piping shall be made of brazing metal.

**White Metal**—(W.M.)—All white metal valves, fittings, couplings, accessories, etc. to be made of the same standard grade of white metal as now on the ss "Leviathan" for similar fixtures.

Properties:—Copper 69.46%, tin 1.15%, lead 1.84%, nickel 7.72%, zinc 19.44% and iron .39%.

#### Par. 5—Workmanship

The quality of workmanship throughout this plumbing installation must be of the best and special care must be exercised in the making of all joints to avoid as far as possible the damage and expense of repairs and re-making of leaking joints especially in way of panel work where piping is enclosed as well as elsewhere throughout.

## SECTION 11

### FIRE MAIN & FIRE HOSE

#### Par. 1—General

The existing fire main throughout the vessel is in good condition and will be retained with the modifications, etc. stipulated below. A close examination shall, however, be made of all pipes, joints, fittings, etc. and where repairs or replacements are found necessary, they shall be made.

#### Par. 2—Changes in Fire Mains

To suit certain re-arrangement of rooms and spaces, the following changes shall be made in the piping:—

- (a) Riser in ventilating trunk at #102 portside shall be extended from C to B deck to supply new hydrant.
- (b) Riser in boiler hatch at #157 portside shall be moved a distance of 2' 6" aft between D and F Decks.
- (c) Riser in boiler hatch at #157 starboard side shall be moved 2'0" aft between D and H decks.

- (d) Riser in boiler hatch at #194 portside shall be moved 2'6" forward between E and H decks.
- (e) At #260 on J deck, line shall be broken and blanked at cross; the thus eliminated length of piping shall be removed to #264 on K deck.
- (f) At #34 on J deck, the line shall be blanked at tee; the thus eliminated length of piping will be dispensed with.
- (g) At #245 H deck, the line shall be blanked and the pipe lengths reaching to J and K decks dispensed with.

#### Par. 3—Changes in Hydrants

To suit certain changes in rooms and spaces and also to comply with the Steamboat Inspection Service Requirements, the following changes of and additions to the existing hydrants shall be made:—

- (a) The hydrant at #38 portside K deck shall be removed.
- (b) The hydrant at #108 G deck shall be moved to #114 G deck, starboard side.
- (c) Two hydrants, one port and one starboard, at #73 H deck shall be moved to #69 H deck, port and starboard.
- (d) Two hydrants, one port and one starboard, at #232 on H deck, shall be moved to #237 H deck.
- (e) The hydrant at #271 H deck amidships shall be moved to #273 on H deck.
- (f) On B deck new hydrants shall be installed at #108 portside.
- (h) On C deck new hydrants shall be installed at #70, starboard side, at #174 port and starboard and at #235 portside.
- (i) On D deck new hydrants shall be installed at #120 port and starboard, at #127 port and starboard, at #170 port and starboard and at #178 port and starboard.
- (j) On E deck new hydrants shall be installed at #89 starboard side, at #96 portside, at #178 port and starboard, at #114 port and starboard and at #140 port and starboard.
- (k) At F deck new hydrants shall be installed at #167 port and starboard sides.

(1) On G deck new hydrants shall be installed at #186 starboard and between #210 and #211 starboard side.

(m) On H deck a new hydrant shall be installed at #111 starboard side.

All existing hydrants shall be thoroughly examined and overhauled, the bonnets shall be removed so as to allow thorough inspection of the valve, etc. and any and all hydrants which are found in any way defective shall be replaced with new hydrants.

All fire hose and wash deck hydrants, whether existing or new, shall

be arranged to suit New York Standard 2½" hose connection; in the case of existing hydrants where the same is not already done, this may be accomplished by fitting adapters to the hydrants, it being thoroughly understood that these adapters must be so secured to the hydrants as to prevent their removal. In this connection see Par. 31 of Title I, Section 3.

#### Par. 4—Pressure Gauge for Fire Main System

To allow the fire watchmen to ascertain that the necessary pressure is always maintained on the firemain, a branch pipe shall be run from the firemain on bridge deck into the fire watchmen's station and an 8" pressure gauge fitted to this extension.

#### Par. 5—Fire Hose, Reels and Racks

The contractor shall furnish and install a complete set of new fire hose, one 50' length for each hydrant, approximately 200 in all. The hose shall be 2½", rubber lined, "Pioneer" or equal and fitted with 15" nozzle and loose ring coupling. A spanner shall be furnished with each length of hose.

The contractor shall provide reels, racks or other stowage devices for each length of hose of type and make satisfactory to the Agent.

Where practicable the reels, etc. shall be located close to the hydrants so as to allow the hose to be connected to the hydrant at all times. Where it is not possible to so place the reel or rack, a cap shall be provided for the hydrant. Stowage clips and sockets shall be provided for all spanners and nozzles.

### SECTION 12

#### WATER SPRINKLING SYSTEM

A water sprinkling system is installed in certain officers and crew accommodation on G deck between #244 & 82 and aft of #12 and on H deck aft of #38. The piping with its fittings are in good condition and will be retained; a close examination shall, however, be made of the system and where repairs and replacements are found necessary, they shall be made. Where re-arrangement or other changes in the quarters have been made from the original arrangement of quarters, the sprinkling system shall be changed to suit said re-arrangements.

### SECTION 13

#### RICH FIRE DETECTING AND EXTINGUISHING SYSTEM

##### Par. 1—General Requirements

As the existing Rich system for fire detecting and extinguishing, which covers 4th class passenger spaces, coal bunkers and certain store-

rooms, is obsolete, ineffective and inoperative and not designed to give continued service, all parts of it, with the exception of certain piping, shall be removed. In its place a modern equipment, of the same make, shall be installed as follows:—

(a) For fire detecting and extinguishing, a system to cover all freight compartments, including convertible 4th class accommodation, baggage rooms, dry storerooms, mail rooms, and paint, oil and lamp rooms.

(b) For fire detecting only, a system to cover storerooms forward of #293 below E Deck and on J Deck aft of #12.

All piping used in connection with the existing system, if found in good condition, properly run and properly located, will be used in the new installation. All existing piping not to be used in the new installation shall be removed. All holes in decks and through bulkheads where existing piping is to be removed, shall be properly closed up.

#### Par. 2—Compartment Protected

The compartments protected will be as follows:

Paint room located between frames 257-262 port side, E Deck.

Lamp room located between frames 269-271 port side of center line; E Deck.

Oil room located between frames 281½ and 286½ starboard side, E Deck.

F Deck spaces between frame 302 to stem to be used for boatswain's stores.

G Deck spaces between frame 293 to stem to be used for boatswain's stores.

H Deck spaces between frame 293 to stem to be used for boatswain's stores.

J Deck spaces between frame 293 to stem to be used for boatswain's stores.

J Deck spaces between frames 224 to 245 to be used for first class baggage.

J Deck spaces between frames 53 to 77 to be used for dry stores ships provisions.

J Deck spaces between frames 38 to 53 to be used for mail room.

J Deck spaces between frames 12 to 38 to be used for third class baggage.

J Deck spaces between frames 6 to 12 to be used for boatswain's stores.

K Deck spaces between frames 293 to stem to be used for boatswain's stores.

K Deck spaces between frames 270 to 293 to be used for cargo.

K Deck spaces between frames 245 to 270 to be used for fourth class baggage and cargo.

K Deck spaces between frames 38 to 53 to be used for cargo.

L Deck spaces between frames 270 to 293 to be used for cargo.

**Par. 3—Number of Lines**

One line to be run to each of the compartments previously mentioned with the exception of J Deck space, frame 53 to 77, where there are to be two lines installed.

**Par. 4—Location of Accumulators**

The accumulators used for collecting the smoke and distributing the extinguishing gas are to be located hard under the deck above, properly distributed and protected from stoppage by suitable iron gratings, and the connecting pipes so run as to be clear of all cargo handling. Two accumulators are to be manifolded to each line, except those covering the paint, oil and lamp rooms and boatswain's stores on F Deck between frame 302 to stem where one accumulator only is to be used.

**Par. 5—Control Cabinets**

The control cabinets shall be two in number; one to be located on E Deck on port side at head of stairway between frames 70 and 72 and one on forward side of partial bulkhead at frame 248 on E Deck on starboard side of center line. The cabinets are to be provided with cast steel manifolds and extra heavy bronze valves and to be connected to the auxiliary steam lines with extra heavy piping. These cabinets are to be securely fastened to the bulkhead and provided with suitable name plates designating their purpose. All valves are to be provided with name plates designating the compartment controlled.

**Par. 6—Steam Distributing Piping**

The steam distributing piping from the control cabinets to the termination in the accumulators shall be standard steel galvanized throughout and securely fastened in place. All these lines are to be  $1\frac{1}{2}$ " with the exception of the paint, oil and lamp room lines, which are to be  $\frac{3}{4}$ ". All decks and bulkheads pierced below F Deck are to be provided with watertight flanges. All piping shall be carefully run and pitched so that condensation will be collected at low points. These low points are to be provided with suitable drain pipes. If the drain piping is located in a compartment other than that containing the outlet for that pipe, suitable traps furnished by the suppliers of the system, are to be connected. A suitable means of expansion must be provided for all piping.

**Par. 7—Detecting Cabinet**

The detecting cabinet shall be of the Standard "D" type Rich System and is to be located in the fire watchman's room, bridge deck, securely fastened to the bulkhead, and is to be provided with suitable exhaust flue from the base to the outer deck for the purpose of discharging obnoxious odors. The discharge on deck is to be provided with a heavy brass or bronze cover to protect it from water washing therein.

All lines in the detecting chamber shall be provided with a plate bearing the designation of the compartment wherein that line terminated.

**Par. 8—Detecting Piping**

Individual lines of detecting pipe are to be run from the detecting cabinet to the control cabinets and in the case of the boatswain's stores from the detecting cabinet directly to the storerooms. This piping is to be  $\frac{3}{4}$ " galvanized electrical conduit, except the line from the boatswain's storeroom, located on J Deck, between frames 6 to 12, and the five lines from the control cabinet located on E Deck between frames 70 to 72, are to be 1" galvanized electrical conduit, forward from the storeroom and the control cabinet respectively to a point where the lines break up to the detecting cabinet; also at such places where conduit pipe is impractical, single strip bronze asbestos packed flexible tubing is to be used. All detecting piping is to be run free of traps and properly drained to a low point and there provided with automatic U-tube drains as furnished by the suppliers of the Rich System.

**Par. 9—Steam Supply Piping**

The supply steam piping to control cabinets shall be copper and comply in all particulars to the requirements set forth in Title II for piping to withstand boiler pressure.

This piping is to be connected from existing lines and an extra heavy pattern iron body, bronze mounted valve to be inserted at the connection in each case. A suitable reducing valve is also to be inserted in each line close to the stop valve. The size of line to the forward cabinet is to be 2" and the size of line to the after cabinet to be  $1\frac{1}{2}$ ".

This piping is to be covered with 85% magnesia sectional pipe coverings finished with rosin sized paper and canvas jacket neatly sewn on, including the application of cement on fittings to an equal thickness of adjoining covering.

**Par. 10—Electrical Supply**

The electrical current shall be supplied from a circuit provided from the emergency switch board.

**Par. 11—Steamboat Inspection Service**

The entire equipment is to be installed to comply with the rulings of the Steamboat Inspection Service. When completed the compartments covered are to comply with the requirements for steam smothering lines as called for in section 4470 revised statutes, and for a fire indicating system as provided for in section 4472 of their revised statutes.

**Par. 12—Inspection and Test**

The entire system to be installed under the direction and approval of the suppliers of the apparatus who will conduct necessary demonstrating tests for the owners and installers.

## TITLE VIII

### DECK, FLOOR AND PLUMBING DRAINS

## SECTION No. 1

### GENERAL REQUIREMENTS

#### Par. 1—General

The intent of this title is that the Agent shall receive from the contractor the scupper pipes, scupper valves, ship's side clapper valves, etc., in first-class working condition. Only the best material and workmanship will be allowed. Any alterations, or addition to, pipes and valves not covered in this specification but proper to complete a workable system must be installed by the contractor.

#### Par. 2—Drawings

The contractor shall make complete drawings of any additional scupper pipes installed hereunder showing clearly in all cases the exact sizes, material and position of all such main and branch scupper pipes throughout the ship. The Agent will have available  $\frac{1}{4}$  inch scale general arrangement plans on which contractor may base his drawings.

#### Par. 3—Marker Plates

The contractor will prepare and affix permanently to the ship's steel structure, near each scupper inlet, a uniform and properly marked plate, showing thereon, the number of the scupper (the numbering to be consecutive from "1" up, preceded by the letter of the deck), and the joint at which the scupper drains through the ship's side. This is to be indicated by the number of the frame on either side of the opening and the letter of the deck next below the opening. Each scupper outlet through the ship's side shall be marked with a similar plate indicating the location of the scuppers that drain into and through said opening. The type and material of marking plate and method of affixing and position all to be as approved.

#### Par. 4—Gratings over Scuppers

All gratings over scupper pipes to be examined and repaired or renewed where missing.

#### Par. 5—Testing and Clearing

All pipes to be hose tested in order to determine whether the pipes are clear or choked. Where choked, pipes must be cleaned out if necessary removing same and if damaged in cleaning, must be replaced by new pipes. This holds good whether the pipes be main scupper pipes, toilet and urinal drains, or merely one or more of the branches leading into them.



**Par. 6—Renewal of Side Valves below "F" Deck**

All outlets from scuppers through the ship's side from scupper below "F" Deck are to be equipped with a type of valve similar to the everlasting boiler blow-off valve in which the gate rises when the valve is screwed shut. Extension stems will be led from such valves to risers at the side of the ship between Frames on "F" Deck suitably marked. In addition these openings will be equipped with clapper storm valves.

It is to be clearly understood that before any scupper pipes or valves opening through the skin of the ship below "F" Deck are removed from the skin of the ship, the specific approval of the Agent in writing must be secured in each case. It is the intention that the scupper valves and outlet near the waterline are not to be dealt with until the ship enters drydock, unless a satisfactory method can be devised which will satisfy the Agent that the safety of the ship is not imperiled by such removal and replacement of fittings.

**Par. 7—Clapper Valves**

All scupper pipes leading through openings on the ship's side shall be equipped with new non-return clapper valves where such valves are not presently fitted.

**Par. 8—Additional Scuppers**

Additional scupper pipes will be fitted as indicated, on "E," "F," "G" and "H" Decks, to the number of about 50, designed to drain spaces which are without efficient means of drainage at present. All new scupper pipes are to be 3 inches in diameter, of galvanized iron pipe.

**Par. 9—Soil Lines to be kept separate from scuppers**

In a few cases the drains from urinals have been led into the scupper pipes. This is objectionable, and all soil pipes must therefore be disconnected from the scupper system and a separate drainage provided.

**Par. 10—Survey**

The Agent has made a survey showing the general condition of the scupper pipes and giving an approximate idea of what will be required to put the system in good order, together with a statement of the additional scupper pipes required. This survey is embodied in the following sections.

For the contractor's information, he is advised that there are about 2,200 scupper inlets, more or less, throughout the ship, and that the pipes range from 2½ inches to 8 inches in diameter, and are made of lead, iron and steel. Some of the scupper pipes at the opening through

the ship's side are equipped with one clapper valve, some with two, some with none. All the existing clapper valves, whether one or two on each pipe, are to be overhauled and put in first-class condition, and suitable clapper valves are to be installed in all pipes which are at present without them, and in all new scupper pipes as aforesaid. Clean-out plugs shall be fitted where necessary, in all new and existing scupper and waste lines.

Where scupper and waste water branch pipes lead jointly into one main scupper discharge pipe, it is important, and shall be arranged for, that the main discharge pipe and ship's side valves areas are sufficiently large to take care of the waste. Wherever it is found necessary, these lines shall have port and starboard outlets with ships side valves. This applies to all main discharge pipes and valves.

**Par. 11—W. C. and Urinal Drains**

In all cases where drain lines have been cut below the surface of the tiling, extension pieces shall be fitted to existing drains by means of wiped solder joints.

Wherever it is found necessary to install new W. C. or urinal drains, the same shall be fitted with port and starboard outlets. This will apply in all cases where the fixtures to be drained are over ten (10) feet from the ship's side. Where fixtures are less than ten (10) feet from ship's side, a discharge to one side only will be considered sufficient.

Clean-out plugs shall be fitted where necessary in all existing and new drains.

**SECTION No. 2****SCUPPER PORTSIDE, BETWEEN STEM AND FRAME No. 270****No. 1 Scupper**

Leads from "F" deck between frames Nos. 296 and 297 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 296 and 297.

One (1) scupper in wash rooms between frames Nos. 296 and 297 on "F" deck; 2½ inch lead pipe in good condition.

One (1) waste pipe from wash basins, branches in on "G" deck 2½ inch lead pipe in good condition.

One (1) waste pipe (inboard) between frames Nos. 295 and 296 2½ inch lead pipe blanked off on "F" deck.

One (1) scupper in Boatswain's storeroom amidships between frames Nos. 302 and 303 on "F" deck; 2½ inch lead pipe in good condition; scupper grating to be repaired or renewed if necessary.

One (1) scupper on "G" deck between frames Nos. 293 and 294; 2½ inch lead pipe in good condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 2 Scupper

Leads from "E" deck in Windlass Room between frames Nos. 287 and 288 and discharges through one (1) clapper valve on ship's side at "J" deck between frames Nos. 287 and 288.

One (1) scupper in Windlass Room between frames Nos. 287 and 288; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 3 Scupper

Leads from "F" deck in Carpenter Shop between frames Nos. 285 and 286 and discharges through two (2) clapper valves on ship's side at "J" deck between frames Nos. 284 and 285.

One (1) scupper in Carpenter Shop between frames Nos. 285 and 286; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 4 Scupper

Leads from "D" deck (Forecastle Head) between frames Nos. 283 and 284 and discharges on ship's side at "J" deck between frames Nos. 283 and 284 (no clapper valve).

One (1) scupper on "D" deck between frames Nos. 283 and 284; 6 inch W. I. pipe in good condition; scupper grating in good condition.

One (1) scupper after end of Windlass room on "E" deck between frames Nos. 283 and 284; 5 inch lead pipe in good condition; scupper grating in good condition.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 283 and 284 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 5 Scupper

Lead from Paint Locker on "E" deck between frames Nos. 282 and 283 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 282 and 283.

One (1) scupper in Paint Locker on "E" deck between frames Nos. 282 and 283; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "F" deck between frames Nos. 282 and 283; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 282 and 283; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe connection blanked off at "G" deck.

Leads of pipes to be altered and improved.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 6 Scupper

Leads from aft of Paint Locker on "E" deck between frames Nos. 279 and 280 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 279 and 280.

One (1) scupper on "E" deck between frames Nos. 279 and 280; 2½ inch lead pipe in poor condition; scupper grating to be renewed.

One (1) waste pipe between frames Nos. 281 and 282 on "E" deck; pipe blanked off.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 7 Scupper

Leads from "E" deck between frames Nos. 277 and 278 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 277 and 278.

One (1) scupper on "E" deck between frames Nos. 277 and 278; 2½ inch lead pipe with trap; discharge into 4 inch lead soil pipe, which in turn discharges through ship's side as above. Scupper grating to be renewed and lead of pipe to be changed, or renewed.

#### No. 8 Scupper

Leads from wash rooms on "E" deck between frames Nos. 273 and 276 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 274 and 275.

Two (2) scuppers in wash rooms on "E" deck between frames Nos. 273 and 274.

Two (2) scuppers in wash rooms on "E" deck between frames Nos. 275 and 276.

The above scuppers have 2½ inch lead pipes in poor condition. Scupper gratings to be renewed.

One (1) scupper on "F" deck between frames Nos. 274 and 275; 2½ inch lead pipe in poor condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 272 and 273; 2½ inch lead pipe in poor condition; scupper grating and screw-down scupper valve to be renewed.

One (1) ¾ inch galvanized iron drain pipe connecting "G" deck scupper-pipe between frames Nos. 272 and 273.

All valves and piping to be cleaned out, tested and made thoroughly watertight.

Leads of piping to be altered and improved.

#### No. 9 Scupper

Leads from "D" (Forecastle Head) between frames Nos. 273 and 274 and discharges on ship's side on "J" deck, between frames Nos. 273 and 274 (no clapper valve on ship's side).

One (1) scupper on "D" deck (Forecastle Head) between frames Nos. 273 and 274; 8 inch W. I. pipe apparently in good condition; scupper grating in good condition.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 273 and 274.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 10 Scupper

Leads from "E" deck between frames Nos. 272 and 273 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 271 and 272.

One (1) waste pipe on "E" deck between frames Nos. 272 and 273.

One (1) waste pipe on "E" deck between frames Nos. 271 and 272.

The above waste pipes are 2½ inch lead pipes leading from wash room basins to main scupper pipe. Pipe is in fair condition.

One (1) scupper on "F" deck between frames Nos. 271 and 272; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 271 and 272; 2½ inch lead pipe, blanked off.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### Special Scuppers

One (1) scupper from "H" deck between frames Nos. 302 and 303 passes through bulkhead at frame No. 303 and discharges into chain locker; 2½ inch lead pipe apparently in good condition; scupper grating

ing and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "J" deck between frames Nos. 302 and 303 passes through bulkhead at frame No. 303 and discharges into chain locker; 2½ inch lead pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "H" deck between frames Nos. 293 and 294 passes through bulkhead between frames Nos. 293 and 294 and discharges into chain locker; 2½ inch lead pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "J" deck between frames Nos. 293 and 294 passes through bulkhead between frames Nos. 293 and 294 and discharges into chain locker; 2½ inch lead pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "H" deck between frames Nos. 272 and 273 and discharges into bilges between frames Nos. 270 and 271; 3 inch W. I. pipe apparently in good condition. This scupper to be removed and come in between frames Nos. 270 and 271; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "J" deck between frames Nos. 270 and 271 and discharges into bilges between frames Nos. 270 and 271; 3 inch W. I. pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "K" deck between frames Nos. 270 and 271 and discharges into bilges between frames Nos. 270 and 271; 3 inch W. I. pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "L" deck between frames Nos. 270 and 271 and discharges into bilges between frames Nos. 270 and 271; 3 inch W. I. pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

## SECTION No. 3

## SCUPPERS STARBOARD SIDE BETWEEN STEM AND

## FRAME No. 270

## No. 1 Scupper

Leads from Boatwain's Storeroom on "F" deck between frames Nos. 302 and 303 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 302 and 303.

One (1) scupper in Boatwain's Storeroom, "F" deck, between frames Nos. 302 and 303; 2½ inch lead pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

## No. 2 Scupper

Leads from wash rooms on "F" deck between frames Nos. 299 and 300 and discharges through two (2) clapper valves on "J" deck between frames Nos. 298 and 299.

One (1) scupper in wash room on "F" deck between frames Nos. 299 and 300; 2½ inch lead pipe to be repaired or renewed; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe from wash room on "F" deck between frames Nos. 299 and 300.

One (1) waste pipe from wash room on "F" deck between frames Nos. 299 and 300.

The above waste pipes are 2½ inch lead pipe in poor condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

## No. 3 Scupper

Leads from wash room on "F" deck between frames Nos. 293 and 294 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 293 and 294.

Two (2) scuppers in wash room on "F" deck between frames Nos. 293 and 294; 2½ inch lead pipe apparently in good condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) scupper on "G" deck between frames Nos. 293 and 294; 2½ inch lead pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

## No. 4 Scupper

Leads from Windlass Room on "E" deck between frames Nos. 287 and 288 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 287 and 288.

One (1) scupper in Windlass Room on "E" deck between frames Nos. 287 and 288; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "F" deck between frames Nos. 286 and 287; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

## No. 5 Scupper

Leads from "D" deck (Forecastle Head) between frames Nos. 283 and 284 and passes through ship's side on "J" deck between frames Nos. 283 and 284 (no clapper valve).

One (1) scupper on "D" deck (Forecastle Head) between frames Nos. 283 and 284; 6 inch W. I. pipe apparently in good condition; scupper grating in good condition.

One (1) scupper in Windlass Room on "E" deck between frames Nos. 283 and 284; 5 inch lead pipe in good condition; scupper grating in good condition.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 283 and 284 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

## No. 6 Scupper

Leads from Oil Room on "E" deck between frames Nos. 283 and 284 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 283 and 284.

One (1) scupper in Oil Room on "E" deck between frames Nos. 283 and 284; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "F" deck between frames Nos. 282 and 283; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valves to be renewed.

One (1) scupper on "G" deck between frames Nos. 282 and 283; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 282 and 283; blanked off.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 7 Scupper**

Leads from "E" deck in present Plumber Shop between frames Nos. 274 and 275 and discharges through two (2) clapper valves on ship's side on "J" deck between Frames Nos. 273 and 274.

One (1) scupper on "E" deck between Frames Nos. 274 and 275; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

Two (2) scuppers on "F" deck between frames Nos. 273 and 274; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 8 Scupper**

Leads from "D" deck (Forecastle Head) between frames Nos. 273 and 274 and discharges through ship's side on "J" deck between Frames Nos. 273 and 274. (No clapper valve.)

One (1) scupper on "D" deck between frames Nos. 273 and 274; 8 inch W. I. pipe apparently in good condition; scupper grating to be repaired or renewed if necessary.

Clapper valve to be installed on ship's side between frames Nos. 273 and 274 on "J" deck to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

**No. 9 Scupper**

Leads from wash rooms on "D" deck between frames Nos. 272 and 273 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 271 and 272.

Two (2) scuppers on "D" deck between frames Nos. 272 and 273; 2½ inch lead pipe apparently in good condition; scupper gratings to be renewed.

One (1) waste pipe on "D" deck between frames Nos. 272 and 273; blanked off.

Two (2) scuppers on "E" deck between frames Nos. 272 and 273.

Two (2) scuppers on "E" deck between frames Nos. 271 and 270. These scuppers have 2½ inch lead pipe in poor condition; scupper gratings to be renewed.

One (1) scupper on "F" deck between frames Nos. 271 and 270; 2½ inch lead pipe in poor condition; scupper grating and screw-down scupper valve to be renewed.

Two (2) scuppers on "G" deck between frames Nos. 270 and 273; 2½ inch lead pipe in poor condition; scupper gratings and screw-down scupper valves to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: Two (2) additional scuppers to be installed on "G" deck forward of Bulkhead between frames Nos. 270 and 271; these two (2) scuppers to be led into athwartship scuppers leading to port and starboard scupper pipes; 2½ inch lead pipe with gratings and screw-down scupper valves to be supplied and installed in location where directed.

**Special Scuppers**

One (1) scupper from "H" deck between frames Nos. 302 and 303 passes through bulkhead at frame No. 303 and discharges into chain locker; 2½ inch lead pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "J" deck between frames Nos. 302 and 303 passes through bulkhead at frame No. 303 and discharges into chain locker; 2½ inch lead pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "H" deck between frames Nos. 293 and 294 passes through bulkhead at frames Nos. 293 and 294 and discharges into chain locker; 2½ inch lead pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "J" deck between frames Nos. 293 and 294 passes through bulkhead between frames Nos. 293 and 294 and discharges into chain locker; 2½ inch lead pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out; tested and made thoroughly watertight.

One (1) scupper from "H" deck between frames Nos. 272 and 273 and discharges into bilges between frames Nos. 270 and 271; 3 inch W. I. pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. This scupper to be removed and come in between frames Nos. 270 and 271. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "J" deck between frames Nos. 270 and 271 and discharges into bilges between frames Nos. 270 and 271; 3 inch W. I. pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "K" deck between frames Nos. 270 and 271 and discharges into bilges between frames Nos. 270 and 271; 3 inch W. I. pipe apparently in good condition; scupper grating and screw-



down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "L" deck between frames Nos. 270 and 271 and discharges into bilges between frames Nos. 270 and 271; 3 inch W. I. pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

#### SECTION No. 4

#### SCUPPERS PORTSIDE BETWEEN STEM AND FRAMES

##### Nos. 245 and 270

##### No. 11 Scupper

Leads from "D" deck between frames Nos. 269 and 270 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 269 and 270. Main discharge 3 inch lead pipe in poor condition; to be repaired or renewed.

One (1) scupper on "D" deck between frames Nos. 269 and 270, in Gun Crew's Quarters, 2½ inch lead pipe in fair condition; scupper grating now cemented over; cement to be removed.

One (1) waste pipe on "E" deck between frames Nos. 269 and 270; 1½ inch lead pipe, blanked off, in poor condition.

One (1) waste pipe on "E" deck in wash room between frames Nos. 268 and 269; 2½ inch lead pipe in fair condition.

One (1) waste pipe on "E" deck in wash room between frames Nos. 267 and 268; 2½ inch lead pipe in fair condition.

One (1) waste pipe on "F" deck from washing machine between frames Nos. 269 and 270; 1½ inch lead pipe in fair condition.

One (1) scupper on "G" deck between frames Nos. 268 and 269 from toilet; 2½ inch lead pipe in poor condition; scupper grating and screw-down scupper valve to be renewed.

No. 11 Scupper also leads into No. 10 Starboard Scupper on "E" Deck between frames Nos. 269 and 270.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

##### No. 12 Scupper

Leads from "D" deck between frames Nos. 265 and 266 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 265 and 266. Main discharge 3 inch lead pipe.

Three (3) scuppers on "D" deck from toilet between frames Nos. 265 and 266; 2½ inch lead pipe in fair condition; scupper gratings to be renewed.

Three (3) waste pipes on "E" deck from sinks between frames Nos. 264 and 265; 2½ inch lead pipe in fair condition.

Two (2) scuppers on "E" deck in lamp room, between frames Nos. 265 and 266; 2½ inch lead pipe in fair condition; scupper gratings to be renewed.

One (1) waste pipe on "E" deck from sink in lamp room, between frames Nos. 265 and 266; 2½ inch lead pipe in fair condition.

Two (2) waste pipes from wash basins, on "E" deck between frames Nos. 265 and 266; 2½ inch lead pipe in fair condition.

One (1) scupper from wash room between frames Nos. 265 and 266 on "E" deck; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

No. 12 Scupper is an athwartship scupper and also joins No. 11 Starboard Scupper on "E" deck between frames Nos. 264 and 265.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

##### No. 13 Scupper

Leads from "D" deck between frames Nos. 262 and 263 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 263 and 264. Main discharge 2½ inch lead pipe in poor condition.

One (1) waste pipe from wash basins on "D" deck between frames Nos. 263 and 264; 2½ inch lead pipe in fair condition.

One (1) scupper from starboard wash room on "E" deck between frames Nos. 263 and 264; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) scupper from Port wash room on "E" deck between frames Nos. 266 and 267; 2½ inch lead pipe in fair condition; scupper grating in good condition.

Two (2) scuppers from Pantry on "F" deck between frames Nos. 264 and 265; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) scupper from base of Foremast on "G" deck between frames Nos. 262 and 263; 2½ inch lead pipe in poor condition; scupper grating and screw-down scupper valve to be renewed.

No. 13 scupper also joins into No. 11 Starboard Scupper on "E" deck between frames Nos. 264 and 265.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

##### No. 14 Scupper

Leads from "D" deck between frames Nos. 261 and 262 and dis-

charges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 261 and 262. Main discharge 3 inch lead pipe.

Three (3) waste pipes on "D" deck between frames Nos. 261 and 262; 3 inch lead pipe, cemented over. Cement to be removed. Pipe in fair condition.

One (1) scupper in wash room on "D" deck between frames Nos. 262 and 263; 3 inch lead pipe in fair condition; scupper grating to be renewed.

Four (4) waste pipes from sinks on "E" deck between frames Nos. 262 and 263; 2½ inch lead pipe in poor condition.

One (1) scupper from wash room on "E" deck between frames Nos. 262 and 263; 2½ inch lead pipe in poor condition; scupper grating to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 261 and 262; 2 inch lead pipe blanked off.

No. 14 Scupper joins No. 13 Port Scupper on "E" deck between frames Nos. 262 and 263; this scupper also joins No. 12 Starboard Scupper between frames Nos. 260 and 261 on "E" deck. Main discharge 3 inch lead pipe.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 15 Scupper

Leads from "C" deck between frames Nos. 257 and 258 and discharges into scupper channel on "D" deck between frames Nos. 257 and 258.

Two (2) scuppers on "C" deck between frames Nos. 257 and 258; 2½ inch galvanized iron pipe apparently in good condition; scupper gratings to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 16 Scupper

Leads from "D" deck between frames Nos. 256 and 257 and discharges through ship's side on "J" deck between frames Nos. 256 and 257 (no clapper valve). Main discharge 3 inch W. I. pipe.

One (1) scupper on "D" deck between frames Nos. 256 and 257; 2½ inch lead pipe in fair condition; scupper grating to be repaired or renewed.

One (1) scupper on stairway landing on "D" deck between frames Nos. 257 and 258; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) scupper in Fan Room between frames Nos. 258 and 259

on "D" deck; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

Clapper valve to be installed on ship's side on "J" deck, between frames Nos. 256 and 257 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 17 Scupper

Leads from "F" deck between frames Nos. 250 and 251 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 251 and 252. Main discharge 3 inch lead pipe.

One (1) scupper on "F" deck between frames Nos. 250 and 251; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on main line on "G" deck between frames Nos. 250 and 251; 1 inch pipe blanked off.

One (1) scupper on "G" deck between frames Nos. 252 and 253; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 252 and 253; 3 inch lead pipe blanked off, in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 18 Scupper

Leads from "D" deck between frames Nos. 246 and 247 and discharges through ship's side on "J" deck between frames Nos. 246 and 247 (no clapper valve). Main discharge 7 inch W. I. pipe.

One (1) scupper on "D" deck between frames Nos. 246 and 247; 7 inch W. I. pipe apparently in good condition; scupper grating in good condition.

One (1) scupper on "E" deck between frames Nos. 247 and 248; 5 inch W. I. pipe in fair condition; scupper grating to be renewed.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 246 and 247 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 19 Scupper

Leads from "E" deck between frames Nos. 248 and 249 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 246 and 247. Main discharge 3 inch lead pipe.

One (1) scupper on "E" deck between frames Nos. 244 and 245; 2½ inch lead pipe in fair condition; scupper grating to be repaired or renewed.

One (1) waste pipe from drinking fountain on "E" deck between frames Nos. 248 and 249; 1 inch lead pipe in poor condition.

One (1) scupper on "F" deck between frames Nos. 244 and 245; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper between frames Nos. 245 and 246 on "F" deck; 2½ inch lead pipe, cemented over, in fair condition; scupper grating and screw-down scupper valve to be renewed. Cement to be removed.

One (1) scupper on "F" deck between frames Nos. 247 and 248; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

This scupper to be removed to between frames Nos. 245 and 246.

One (1) scupper on "G" deck between frames Nos. 247 and 248; 2½ inch lead pipe in fair condition.

This scupper to be removed to between frames Nos. 245 and 246.

#### Special Scuppers

One (1) scupper from "K" deck between frames Nos. 257 and 258 discharging into bilges; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "H" deck between frames Nos. 257 and 258 discharging into bilges; 3 inch W. I. pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "J" deck between frames Nos. 257 and 258 discharging into bilges; 3 inch W. I. pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "L" deck between frames Nos. 257 and 258 discharging into bilges; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "K" deck between frames Nos. 252 and 253 discharging into bilges; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "K" deck between frames Nos. 249 and 250 discharging into bilges; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "H" deck between frames Nos. 247 and 248 discharging into bilges; 3 inch W. I. pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

NOTE: This scupper to be moved to between frames Nos. 245 and 246.

One (1) scupper from "J" deck between frames Nos. 245 and 246 discharging into bilges; 3 inch W. I. pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "K" deck between frames Nos. 245 and 246 discharging into bilges; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "K" deck between frames Nos. 245 and 246 discharging into bilges, cemented over. Cement to be removed, scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "L" deck between frames Nos. 245 and 246 discharging into bilges; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

NOTE: All scuppers leading into Chain Locker to be changed and led into bilge wells.

### SECTION No. 5

#### SCUPPERS STARBOARD SIDE BETWEEN STEM AND

#### FRAMES Nos. 245 and 270

##### No. 10 Scupper

Leads from "D" deck between frames Nos. 269 and 270 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 269 and 270. Main discharge 3 inch lead pipe.

Three (3) scuppers in present Gun Crew's Quarters, between frames Nos. 269 and 270 on "D" deck; 3" lead pipe in fair condition; scupper gratings are now cemented over. Cement to be removed and scupper gratings to be repaired or renewed.

Two (2) waste pipes from wash rooms on "E" deck between frames Nos. 268 and 269; 2½ inch lead pipe in fair condition.

One (1) scupper from toilet on "G" deck between frames Nos. 268 and 269; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

No. 10 scupper is an athwartship scupper and joins No. 11 Port Scupper on "E" deck between frames Nos. 268 and 269.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 11 Scupper**

Leads from "D" deck between frames Nos. 265 and 266 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 265 and 266. Main discharge 3 inch lead pipe.

One (1) scupper on "D" deck (in Gun Crew's Quarters) between frames Nos. 268 and 269 (about 20 feet from ship's side); 2½ inch lead pipe in fair condition; scupper grating is now cemented over. Cement to be removed and scupper grating to be repaired or renewed.

Two (2) scuppers on "D" deck between frames Nos. 265 and 266; 3 inch lead pipe in fair condition. One (1) scupper grating is now cemented over; cement to be removed. Scupper gratings to be repaired.

Three (3) scuppers on "D" deck between frames Nos. 264 and 265; 2½ inch lead pipe in fair condition. One (1) scupper grating is now cemented over; cement to be removed; one (1) scupper grating broken to be renewed and two (2) scupper gratings to be repaired or renewed.

One (1) waste pipe on "D" deck between frames Nos. 263 and 264; waste pipe blanked off; 2½ inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 263 and 264; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

No. 11 Scupper joins No. 12 Port Scupper between frames Nos. 264 and 265 on "E" deck.

One (1) waste pipe on "E" deck between frames Nos. 267 and 268; 1 inch lead pipe blanked off, in fair condition.

Two (2) waste pipes from wash basin between frames Nos. 265 and 266; on "E" deck; 2½ inch lead pipe in fair condition.

One (1) scupper, in alleyway (fore and aft), on "E" deck between frames Nos. 265 and 266; 3 inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe in wash room on "E" deck between frames Nos. 265 and 266; 2½ inch lead pipe blanked off.

One (1) waste pipe from wash basins on "E" deck between frames Nos. 263 and 264; 2½ inch lead pipe in fair condition.

One (1) scupper in wash room between frames Nos. 263 and 264 on "E" deck; 2½ inch lead pipe in fair condition; scupper grating is apparently in good condition.

Two (2) scuppers between frames Nos. 266 and 267 on "F" deck; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper between frames Nos. 264 and 265 on "F" deck;

2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe between frames Nos. 264 and 265 on "G" deck; 2 inch lead pipe, blanked off.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

**No. 12 Scupper**

Leads from "D" deck between frames Nos. 261 and 262 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 261 and 262. Main discharge 3 inch lead pipe.

One (1) scupper on "D" deck between frames Nos. 262 and 263; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe between frames Nos. 262 and 263 on "D" deck; 2½ inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 261 and 262; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 261 and 262; 2 inch lead pipe, blanked off.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

**No. 13 Scupper**

Leads from "C" deck between frames Nos. 257 and 258 and discharges into scupper channel on "D" deck between frames Nos. 257 and 258.

Two (2) scuppers on "C" deck between frames Nos. 257 and 258; 2½ inch galvanized iron pipe in good condition; scupper gratings to be repaired or renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

**No. 14 Scupper**

Leads from "D" deck between frames Nos. 256 and 257 and discharges through ship's side (no clapper valve) on "J" deck, between frames Nos. 256 and 257. Main discharge 3 inch W. I. pipe.

One (1) scupper on "D" deck between frames Nos. 256 and 257; 3 inch W. I. pipe; piping to be renewed or repaired; scupper grating in good condition.

One (1) scupper on "D" deck between frames Nos. 257 and 258; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "D" deck between frames Nos. 258 and 259; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 256 and 257 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

**No. 15 Scupper**

Leads from "F" deck between frames Nos. 250 and 251 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 253 and 254. Main discharge 3 inch lead pipe.

One (1) scupper on "F" deck between frames Nos. 250 and 251; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 252 and 253; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 252 and 253; 2½ inch lead pipe blanked off.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 16 Scupper**

Leads from "D" deck between frames Nos. 246 and 247 and discharges through ship's side between frames Nos. 246 and 247 on "J" deck (no clapper valve). Main discharge 7 inch W. I. pipe.

One (1) scupper on "D" deck between frames Nos. 246 and 247; 7 inch W. I. pipe apparently in good condition; scupper grating in good condition.

One (1) scupper on "E" deck between frames Nos. 247 and 248; 5 inch W. I. pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "E" deck between frames Nos. 249 and 250 from Capstan Engine; 2½ inch W. I. pipe apparently in good condition; scupper grating to be renewed.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 246 and 247 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

**No. 17 Scupper**

Leads from "F" deck between frames Nos. 245 and 246 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 246 and 247. Main discharge 3 inch lead pipe.

One (1) scupper on "F" deck between frames Nos. 247 and 248; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed. Scupper to be changed to between frames Nos. 245 and 246 on "F" deck.

One (1) waste pipe between frames Nos. 245 and 246; 2½ inch lead pipe in fair condition; blanked off about amidships. This pipe has ¾ inch connection on "G" deck.

One (1) waste pipe between frames Nos. 244 and 245 on "F" deck from wash basin; 1¼ inch lead pipe in fair condition.

One (1) scupper on "G" deck between frames Nos. 246 and 248; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed. Scupper to be changed to between frames Nos. 245 and 246 on "G" deck.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**Special Scuppers**

One (1) scupper from "K" deck between frames Nos. 257 and 258 discharging into bilges; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "H" deck between frames Nos. 257 and 258 discharging into bilges; 3 inch W. I. pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "J" deck between frames Nos. 257 and 258 discharging into bilges; 3 inch W. I. pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "L" deck between frames Nos. 257 and 258 discharging into bilges; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "K" deck between frames Nos. 249 and 250 discharging into bilges; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "H" deck between frames Nos. 247 and 248 discharging into bilges; 3 inch W. I. pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight. This scupper to be moved to between frames Nos. 245 and 246.

One (1) scupper from "J" deck between frames Nos. 245 and 246; discharging into bilges; 3 inch W. I. pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "K" deck between frames Nos. 245 and 246 discharging into bilges; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "K" deck between frames Nos. 245 and 246 discharging into bilges; scupper grating and screw-down scupper



valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper from "L" deck between frames Nos. 245 and 246 discharging into bilges; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

NOTE: All scuppers leading into chain lockers to be changed and led into Bilge Wells.

## SECTION No. 6

### SCUPPERS PORTSIDE BETWEEN STEM AND FRAMES

#### Nos. 224 and 245

#### No. 20 Scupper

Leads from "C" deck between frames Nos. 238 and 239 and discharges through ship's side on "J" deck between frames Nos. 244 and 245 (no clapper valve). Main discharge 7 inch W. I. pipe. Increased from 4 inches to 7 inches in size on "F" deck.

One (1) scupper on "C" deck between frames Nos. 238 and 239; 3 inch W. I. pipe in good condition; scupper grating to be renewed.

One (1) scupper on "D" deck, on stairway landing, between frames Nos. 244 and 245; 3 inch W. I. pipe in good condition; scupper grating to be renewed.

One (1) scupper on "E" deck, in scupper channel, between frames Nos. 245 and 246; 4 inch W. I. pipe in good condition; scupper grating to be renewed.

Clapper valve to be installed on ship's side on "J" deck, between frames Nos. 244 and 245 to take discharge from above scupper. Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 21 Scupper

Leads from "E" deck between frames Nos. 241 and 242 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 241 and 242. Main discharge 2½ inch lead pipe.

One (1) scupper on "E" deck in alleyway, between frames Nos. 241 and 242; 2 inch lead pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "F" deck, in wash room, between frames Nos. 241 and 242; 2½ inch lead pipe in good condition; scupper grating and screw-down scupper valve to be renewed.

Two (2) scuppers on "F" deck, at stairway landing, between frames Nos. 241 and 242; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) waste pipe, in wash room, between frames Nos. 241 and 242; 2 inch lead pipe in fair condition—blanked off.

One (1) scupper on "G" deck between frames Nos. 241 and 242; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 241 and 242; 1 inch lead pipe blanked off.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: No. 21 Port Scupper is athwartship and crosses the Starboard side between frames Nos. 241 and 242 on "G" deck and joins No. 20 Starboard Scupper.

#### No. 22 Scupper

Leads from "D" deck between frames Nos. 237 and 238 and discharges through ship's side on "J" deck between frames Nos. 237 and 238; (no clapper valve). Main discharges 7 inch W. I. pipe.

One (1) scupper on "D" deck between frames Nos. 237 and 238; 7 inch W. I. pipe in good condition; scupper grating in good condition.

One (1) scupper on "D" deck between frames Nos. 237 and 238; at No. 3 Hatch; 4 inch W. I. pipe in good condition; scupper grating in good condition.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 237 and 238 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 23 Scupper

Leads from "E" deck between frames Nos. 236 and 237 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 236 and 237. Main discharge 3 inch lead pipe.

One (1) scupper on "E" deck, in alleyway, between frames Nos. 236 and 237; 3 inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "E" deck between frames Nos. 238 and 239; 1½ inch lead pipe in bad condition—blanked-off.

One (1) waste pipe on "E" deck, in Latrine, blanked-off, between frames Nos. 236 and 235; 2½ inch lead pipe in poor condition.

Two (2) waste pipes on "F" deck blanked-off, between frames Nos. 236 and 237; 2½ inch lead pipe in fair condition.

One (1) waste pipe on "F" deck, blanked-off, between frames Nos. 236 and 237; 2 inch lead pipe in fair condition.

Two (2) scuppers on "G" deck, in alleyway, between frames Nos.

235 and 236; scupper gratings and screw-down scupper valves to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 24 Scupper

Leads from "D" deck between frames Nos. 234 and 235 and discharges through ship's side on "J" deck between frames Nos. 235 and 236. Main discharge 7 inch W. I. pipe. (No clapper valve.)

One (1) scupper on "D" deck between frames Nos. 234 and 235; 7 inch W.I. pipe in good condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 235 and 236 to take discharge from above scupper.

#### No. 25 Scupper

Leads from "C" deck between frames Nos. 233 and 234 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 233 and 234. Main discharge 3 inch lead pipe.

One (1) waste pipe, from wash basin Room C-100, between frames Nos. 233 and 234.

One (1) waste pipe, from bath room C-100, between frames Nos. 233 and 234.

One (1) scupper from bath room C-100, between frames Nos. 233 and 234; scupper grating in good condition.

NOTE: Sizes and condition of the above pipes are not obtainable at present time.

One (1) waste pipe on "D" deck, from wash basins, between frames Nos. 234 and 235; 1 inch lead pipe in bad condition.

One (1) waste pipe on "D" deck between frames Nos. 235 and 236; 1½ inch lead pipe in fair condition.

One (1) scupper on "E" deck between frames Nos. 233 and 234; 3 inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes on "E" deck, blanked-off, between frames Nos. 233 and 234; 2½ inch lead pipe in fair condition.

Two (2) scuppers on "E" deck between frames Nos. 232 and 233; 2½ inch lead pipe in fair condition; scupper gratings in fair condition.

One (1) waste pipe on "E" deck, blanked-off, between frames Nos. 233 and 232.

Two (2) scuppers on "F" deck between frames Nos. 233 and 234; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) waste pipe on "F" deck, blanked-off, between frames Nos. 233 and 234; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "H" deck between frames Nos. 233 and 234; with open end; 1 inch lead pipe.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: No. 25 Port Scupper runs athwartship on "G" deck between frames Nos. 231 and 232 and joins No. 24 Starboard Scupper; 3 inch lead pipe.

#### No. 26 Scupper

Leads from "C" deck between frames Nos. 233 and 234 and discharges into scupper channel on "D" deck. Main discharge 3 inch W. I. pipe.

One (1) scupper on "C" deck between frames Nos. 233 and 234; 3 inch W. I. pipe in good condition; scupper grating to be renewed.

One (1) scupper on "C" deck between frames Nos. 232 and 231; 2½ inch W. I. pipe in good condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 27 Scupper

Leads from "C" deck between frames Nos. 232 and 233 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 230 and 231. Main discharge 4 inch lead pipe.

Two (2) waste pipes from wash basin in Room C-114, between frames Nos. 232 and 233.

One (1) waste pipe, from bath room C-114, between frames Nos. 228 and 229.

One (1) scupper, in bath room C-114, between frames Nos. 228 and 229.

Two (2) waste pipes between frames Nos. 228 and 229.

Two (2) waste pipes from wash basin Room C-118 between frames Nos. 228 and 229.

One (1) waste pipe, in bath room C-100, between frames Nos. 230 and 231.

One (1) scupper in bath room C-100, between frames Nos. 229 and 230.

Two (2) waste pipes on "C" deck from wash basins Room C-106.

NOTE: Sizes and condition of piping are not obtainable at present time.

One (1) waste pipe on "D" deck, Room D-210, between frames Nos. 232 and 233.

One (1) scupper on "D" deck, room D-210, between frames Nos. 232 and 233.

Two (2) waste pipes on "D" deck, from wash basins room D-210, between frames Nos. 232 and 233.

One (1) waste pipe on "D" deck, from Room D-212, between frames Nos. 228 and 229.

Three (3) waste pipes on "D" deck, from Room D-214, between frames Nos. 228 and 229.

One (1) waste pipe on "D" deck, from Room D-200, between frames Nos. 229 and 230.

One (1) scupper on "D" deck, from room D-200, between frames Nos. 230 and 231.

One (1) waste pipe in bath room D-200, between frames Nos. 230 and 231.

One (1) waste pipe in bath room D-212, between frames Nos. 229 and 230.

NOTE: Sizes and condition of above pipes are not obtainable at present time.

Two (2) waste pipes on "E" deck, blanked-off, between frames Nos. 231 and 232; 1½ inch lead pipe in fair condition.

Two (2) scuppers on "E" deck, from toilet, between frames Nos. 230 and 231; 3 inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes on "E" deck, cemented over, between frames Nos. 230 and 231; 1½ inch lead pipe in fair condition. Cement to be removed.

One (1) waste pipe between frames Nos. 226 and 227; blanked-off; 2 inch lead pipe in fair condition.

Two (2) scuppers on "F" deck, from toilet, between frames Nos. 231 and 232; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Two (2) waste pipes, from toilet, between frames Nos. 231 and 232.

One (1) scupper, from toilet, between frames Nos. 230 and 231; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "F" deck, from toilet, between frames Nos. 230 and 231; pipe cemented over. Cement to be removed.

NOTE: No. 27 Port Scupper passes athwartship on "F" deck between frames Nos. 231 and 232 and joins No. 26 Starboard Scupper; 3 inch lead pipe in fair condition.

One (1) scupper on "G" deck, in Pantry, between frames Nos. 231 and 232; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

NOTE: No. 27 Port Scupper passes athwartship on "G" deck between frames Nos. 229 and 230 and joins No. 26 Starboard Scupper.

NOTE: No. 27 Port Scupper passes athwartship on "H" deck between frames Nos. 231 and 232 and joins No. 26 Starboard Scupper; 3 inch lead pipe.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 28 Scupper

Leads from "B" deck between frames Nos. 231 and 232 and discharges on "C" deck between frames Nos. 231 and 232. Main discharge 3 inch W. I. pipe.

One (1) scupper on "B" deck between frames Nos. 231 and 232; 3 inch W. I. pipe in good condition; scupper grating to be renewed.

One (1) scupper on "B" deck between frames Nos. 228 and 229; 3 inch W. I. pipe in good condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 29 Scupper

Leads from Navigating Bridge over "A" deck between frames Nos. 227 and 228 and discharges on "A" deck between frames Nos. 227 and 228. Main discharge 3 inch W. I. pipe.

Three (3) scuppers over "A" deck between frames Nos. 227 and 228; 2½ inch W. I. pipe in good condition; scupper gratings to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 30 Scupper

Leads from "B" deck between frames Nos. 225 and 226 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 224 and 225. Main discharge 4 inch lead pipe.

One (1) waste pipe on "B" deck from Bath room B-4, between frames Nos. 225 and 226.

One (1) scupper on "B" deck from Bath room B-4, between frames Nos. 225 and 226; scupper grating in good condition.

One (1) waste pipe from wash basin Room B-4, between frames Nos. 225 and 226.

One (1) waste pipe on "B" deck, in bath room B-2, between frames Nos. 225 and 226.

One (1) scupper on "B" deck, from bath room B-2, between frames Nos. 225 and 226; scupper grating in good condition.

Two (2) waste pipes from wash basins B-2 between frames Nos. 225 and 226.

NOTE: Sizes and condition of the above pipes are not obtainable at the present time.

One (1) scupper on "C" deck, in alleyway between frames Nos. 224 and 225.

One (1) waste pipe from sink in alleyway, between frames Nos. 224 and 225.

One (1) waste pipe on "C" deck from wash basins room C-102 between frames Nos. 224 and 225.

One (1) waste pipe on "C" deck, from wash basins room C-104 between frames Nos. 224 and 225.

NOTE: Sizes and condition of pipes are not obtainable at present time.

One (1) waste pipe on "D" deck from bath room D-214, between frames Nos. 225 and 226.

One (1) scupper on "D" deck, from bath room D-214, between frames Nos. 225 and 226; scupper grating in good condition.

One (1) scupper on "D" deck, in alleyway, between frames Nos. 224 and 225; 3 inch lead pipe in fair condition.

One (1) scupper on "E" deck between frames Nos. 224 and 225; 3 inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "E" deck, cemented over, between frames Nos. 224 and 225. Cement to be removed.

Two (2) waste pipes on "E" deck, blanked-off, between frames Nos. 225 and 226; 2½ inch lead pipe in fair condition.

One (1) scupper on "E" deck between frames No. 225 and 226; 3 inch lead pipe in fair condition; scupper grating in good condition.

NOTE: No. 30 Port Scupper passes athwartship on "E" deck between frames Nos. 225 and 226 and joins No. 29 Starboard Scupper; 3 inch lead pipe in fair condition.

One (1) waste pipe on "F" deck, cemented over, between frames Nos. 227 and 228; 2 inch lead pipe in fair condition. Cement to be removed.

One (1) waste pipe on "F" deck, cemented over, between frames Nos. 226 and 227; 2 inch lead pipe in fair condition. Cement to be removed.

One (1) waste pipe on "F" deck, cemented over, between frames Nos. 224 and 225. Cement to be removed.

One (1) scupper on "F" deck between frames Nos. 225 and 226; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "F" deck between frames Nos. 224 and 225; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "F" deck between frames Nos. 225 and 226 blanked-off; 2 inch lead pipe.

One (1) waste pipe on "G" deck, in Firemen's wash room between frames Nos. 227 and 228.

One (1) scupper on "G" deck, in Firemen's wash room, between frames Nos. 224 and 225.

Two (2) scuppers on "G" deck, in alleyway, between frames Nos. 224 and 225.

NOTE: The above scuppers to have scupper gratings and screw-down scupper valves renewed.

One (1) waste pipe from wash basins on "G" deck between frames Nos. 224 and 225.

Two (2) scuppers in Crew's Quarters, between frames Nos. 224 and 225 scupper gratings and screw-down scupper valves to be renewed.

NOTE: No. 30 Port Scupper passes athwartship on "G" deck between frames Nos. 224 and 225 and also between frames Nos. 227 and 228 and joins No. 29 Starboard Scupper.

NOTE: No. 30 Port Scupper passes athwartship on "H" deck between frames Nos. 227 and 228 and also between frames Nos. 224 and 225 and joins No. 29 Starboard Scupper; 3 inch lead pipe between frames Nos. 227 and 228; 2½ inch lead pipe between frames Nos. 224 and 225.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 31 Scupper

Leads from Navigating Bridge over "A" deck and Room No. 1 and discharges on "B" deck between frames Nos. 224 and 225. Main discharge 3 inch W. I. pipe.

One (1) scupper over "A" deck between frames Nos. 224 and 225, blanked off; 3 inch W. I. pipe in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### Special Scuppers

One (1) scupper on "H" deck between frames Nos. 236 and 237; 3 inch W. I. pipe in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper on "J" deck between frames No. 236 and 237; 3 inch W. I. pipe in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper on "H" deck between frames Nos. 231 and 232; 3 inch W. I. pipe in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper on "H" deck between frames Nos. 224 and 225; 3 inch W. I. pipe in good condition; scupper grating and screw-down scupper valve to be renewed.

Two (2) scuppers on "H" deck between frames Nos. 225 and 226; 2½ inch lead pipe scupper gratings and screw-down scupper valves to be renewed.

NOTE: These scuppers are at present plugged up on "H" deck with wooden plugs.

Piping to be cleaned out, tested and made thoroughly watertight.

NOTE: A 2½ inch lead pipe passes athwartships on "J" deck between frames Nos. 225 and 226 and joins No. 24 Port and No. 22 Starboard Bilge Scupper pipes.

One (1) scupper on "J" deck between frames Nos. 224 and 225; 3 inch W. I. pipe in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

## SECTION No. 7

### SCUPPERS STARBOARD SIDE BETWEEN STEM AND FRAMES NOS. 224 AND 245

#### No. 18 Scupper

Leads from "C" deck between frames Nos. 240 and 241 and discharges through ship's side on "J" deck (no clapper valve). Main discharge 7 inch W. I. pipe.

One (1) scupper on "C" deck, between frames Nos. 240 and 241, 3 inch W. I. pipe in good condition, scupper grating to be renewed.

One (1) scupper on "D" deck, between frames Nos. 244 and 243, 3 inch W. I. pipe in good condition, scupper grating to be renewed.

One (1) scupper on "E" deck, between frames Nos. 244 and 243, 4 inch W. I. pipe in fair condition, scupper gratings in good condition.

Clapper valve to be installed on ship's side on "J" deck, between frames Nos. 244 and 245.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 19 Scupper

Leads from "E" deck between frames Nos. 244 and 243 and discharges through two (2) clapper valves on ship's side on "J" deck, main discharge 3 inch lead pipe.

One (1) scupper on "E" deck in toilet, between frames Nos. 244 and 243, 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "E" deck, between frames Nos. 245 and 244; 2½ inch lead pipe in fair condition, scupper grating in good condition.

One (1) scupper on "F" deck, in toilet, between frames Nos. 244 and 243, 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "F" deck, between frames Nos. 244 and 245; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 20 Scupper

Leads from "F" deck, between frames Nos. 242 and 241, and discharges through one (1) clapper valve on ship's side on "J" deck. Main discharge 3 inch lead pipe.

Two (2) scuppers on "F" deck, between frames Nos. 242 and 241; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) scupper on "G" deck, between frames Nos. 242 and 241; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: No. 20 scupper passes athwartship and joins No. 21 scupper between frames Nos. 242 and 241 on "G" deck.

#### No. 21 Scupper

Leads from "D" deck, between frames Nos. 236 and 237 and discharges through ship's side on "J" deck between frames Nos. 237 and 238 (no clapper valve). Main discharge 7 inch W. I. pipe.

One (1) scupper on "D" deck between frames Nos. 236 and 237; 7 inch W. I. pipe in fair condition; scupper grating to be repaired.

One (1) scupper on "D" deck between frames Nos. 236 and 237; 4 inch W. I. pipe in fair condition; scupper grating to be renewed.

NOTE: The above 4 inch scupper passes athwartships between frames Nos. 236 and 237 and joins No. 22 Port Scupper.

Scupper valve to be installed on ship's side on "J" deck, between frames Nos. 236 and 237 to take discharge from above scuppers.

Piping to be cleaned out, tested and made thoroughly watertight.



**No. 22 Scupper**

Leads from "E" deck, between frames Nos. 236 and 237 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 236 and 237. Main discharge 4 inch lead pipe in poor condition.

One (1) waste pipe on "E" deck, between frames Nos. 240 and 241; 2½ inch lead pipe blanked off.

One (1) scupper between frames Nos. 238 and 239; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "E" deck, between frames Nos. 236 and 237; 1 inch lead pipe open end.

One (1) waste pipe on "E" deck between frames No. 231 and 232; 1 inch lead pipe open end.

One (1) scupper on "E" deck, between frames Nos. 235 and 236; 3 inch lead pipe in fair condition; scupper grating to be renewed.

Two (2) waste pipes on "E" deck, between frames Nos. 235 and 236; pipes blanked off.

One (1) scupper on "F" deck, from toilet, between frames Nos. 239 and 240; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "F" deck, between frames Nos. 240 and 241; 1 inch lead pipe in fair condition, blanked off.

One (1) scupper on "F" deck, from washroom, between frames Nos. 237 and 238; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "F" deck, between frames Nos. 237 and 238; 1½ inch lead pipe in fair condition, and cemented over.

One (1) scupper on "G" deck, at stair-landing, between frames Nos. 238 and 239; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "H" deck, between frames Nos. 236 and 237, open end.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 23 Scupper**

Leads from "B" deck, between frames Nos. 234 and 235 and discharges through ship's side on "J" deck, between frames Nos. 235 and 236 (no clapper valve). Main discharge 7 inch W. I. pipe.

One (1) scupper on "B" deck, between frames Nos. 234 and 235; 7 inch W. I. pipe in fair condition; scupper grating to be repaired.

Clapper valve to be installed on ship's side on "J" deck, between frames Nos. 235 and 236, to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

**No. 24 Scupper**

Leads from "C" deck, between frames Nos. 233 and 234 and discharges through two (2) clapper valves on ship's side on "J" deck, between frames Nos. 233 and 234. Main discharge 3 inch lead pipe.

Two (2) waste pipes on "C" deck, from wash basins, Room C-113, unable to obtain sizes and conditions of pipes.

One (1) waste pipe on "D" deck, from bath room, between frames Nos. 232 and 233.

One (1) scupper on "D" deck, between frames Nos. 233 and 232; scupper grating in good condition.

Two (2) waste pipes from wash basins, between frames Nos. 233 and 232, unable to obtain sizes and condition of above pipes.

One (1) scupper on "E" deck, between frames Nos. 234 and 235; 3 inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "E" deck, between frames Nos. 234 and 235; 2½ inch lead pipe in fair condition, blanked off.

Two (2) scuppers on "E" deck, between frames Nos. 235 and 236; 3 inch lead pipe in fair condition; scupper gratings to be repaired.

Three (3) waste pipes on "E" deck, between frames Nos. 235 and 236; 2½ inch lead pipe in fair condition, blanked off.

Two (2) scuppers on "F" deck, between frames Nos. 233 and 234; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) waste pipe on "F" deck, between frames Nos. 233 and 234; 2½ inch lead pipe in fair condition, cemented over.

One (1) scupper on "G" deck, between frames Nos. 233 and 232; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "H" deck, between frames Nos. 234 and 233; 1 inch lead pipe open end.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: No. 24 Starboard Scupper passes athwartships on "G" deck, between frames Nos. 233 and 232 and also between frames Nos. 233 and 234 and joins No. 25 Port Scupper on "G" deck.

**No. 25 Scupper**

Leads from "C" deck between frames Nos. 233 and 234 and discharges into scupper channel on "B" deck, between frames Nos. 233 and 234. Main discharge 3 inch W. I. pipe.

One (1) scupper on "C" deck between frames Nos. 233 and 234; 3 inch W. I. pipe in good condition; scupper grating to be renewed.

One (1) scupper on "C" deck between frames Nos. 232 and 231; 2½ inch W. I. pipe in good condition; scupper grating to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 26 Scupper

Leads from "C" deck between frames Nos. 230 and 231 and discharges through two (2) clapper valves on ship's side on "J" deck. Main discharge 3 inch lead pipe.

One (1) waste pipe, from bath room C-113 between frames Nos. 228 and 229.

Two (2) waste pipes, from wash basins C-113 between frames Nos. 230 and 231.

One (1) scupper, room C-113 between frames Nos. 228 and 229; scupper grating in good condition.

Two (2) waste pipes from wash basins, Room C-113, between frames Nos. 228 and 229.

Two (2) waste pipes from wash basins Room C-101, between frames Nos. 230 and 231.

NOTE: Sizes and condition of pipes are not obtainable, at present time.

(One (1) waste pipe on "D" deck from Room D-211, between frames Nos. 229 and 230.

One (1) waste pipe on "D" deck Room No. 211-D, between frames Nos. 229 and 230, blanked off.

One (1) scupper pipe on "D" deck between frames Nos. 228 and 229 scupper grating in good condition.

Two (2) waste pipes from wash basins, between frames Nos. 228 and 229.

Three (3) waste pipes on "D" deck from Room D-213, between frames Nos. 228 and 229.

NOTE: Sizes and condition of pipes are not obtainable, at present time.

Three (3) waste pipes on "E" deck, between frames Nos. 230 and 231, blanked off. One of the above is 2 inch lead pipe and the other two (2) 1½ inch lead pipes in fair condition.

Two (2) scuppers on "E" deck between frames Nos. 230 and 231; 3 inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes on "E" deck, between frames Nos. 231 and 232, blanked off. One of which is 1½ inch lead pipe and the other 2 inch lead pipe; in fair condition.

One (1) waste pipe on "E" deck between frames Nos. 226 and 227 blanked off. 2 inch lead pipe in fair condition.

Two (2) scuppers on "F" deck between frames Nos. 231 and 232; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "F" deck between frames Nos. 231 and 230; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "F" deck between frames Nos. 231 and 230; blanked off; 2½ inch lead pipe in fair condition.

Two (2) waste pipes on "F" deck between frames Nos. 231 and 232; blanked off; 2½ inch lead pipe in fair condition.

Six (6) scuppers on "G" deck, between frames Nos. 230 and 229; four (4) of which are 2 inch lead pipe and the other two (2) have 1½ inch lead pipes. All piping is in poor condition; all scupper gratings and screw-down scupper valves to be renewed, total of six (6).

One (1) waste pipe on "G" deck from wash basins between frames Nos. 231 and 232; 1½ inch lead pipe in fair condition.

Two (2) waste pipes on "G" deck between frames Nos. 231 and 232 blanked off; 2 inch lead pipe in fair condition.

One (1) scupper on "G" deck between frames Nos. 227 and 228; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: No. 26 Starboard Scupper passes athwartships, between frames Nos. 229 and 230 and joins No. 27 Port Scupper—3 inch lead pipe on "H" deck.

#### No. 27 Scupper

Leads from "B" deck between frames Nos. 231 and 232 and discharges on "C" deck between frames Nos. 231 and 232. Main discharge 3 inch W. I. pipe.

One (1) scupper on "C" deck between frames Nos. 231 and 232; 3 inch W. I. pipe in good condition; scupper grating to be renewed.

One (1) scupper on "C" deck between frames Nos. 228 and 229; 3 inch W. I. pipe in good condition; scupper grating to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 28 Scupper

Leads from Navigating Bridge Deck over "A" deck between frames Nos. 227 and 228 and discharged on "A" deck, between frames Nos. 227 and 228. Main discharge 3 inch W. I. pipe.

Two (2) scuppers over "A" deck between frames Nos. 227 and 228; 2½ inch W. I. pipe in good condition; scupper gratings to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 29 Scupper

Leads from "B" deck between frames Nos. 224 and 225 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 224 and 225. Main discharge 4 inch lead pipe.

One (1) waste pipe on "B" deck from bath room B-3, between frames Nos. 226 and 227.

One (1) scupper on "B" deck, bath room B-3, between frames Nos. 226 and 227; scupper grating in good condition.

One (1) waste pipe from wash basins, between frames Nos. 226 and 227 on "B" deck.

One (1) waste pipe on "B" deck, bath room B-1, between frames Nos. 224 and 225.

One (1) scupper on "B" deck from bath room B-1, between frames Nos. 224 and 225; scupper grating in good condition.

Two (2) waste pipes on "B" deck from wash basins, room B-1, between frames Nos. 224 and 225.

NOTE: Unable to obtain sizes and condition of pipes at present time.

One (1) scupper on "C" deck, in alley-way between frames Nos. 224 and 225; scupper grating to be renewed.

One (1) waste pipe on "C" deck from sink in alley-way, between frames Nos. 224 and 225.

One (1) waste pipe on "C" deck, from wash basins Room C-103.

Two (2) waste pipes on "C" deck, from wash basins Room C-105.

NOTE: Unable to obtain sizes and condition of above pipes at present time.

One (1) scupper on "D" deck between frames Nos. 224 and 225; scupper grating to be renewed.

One (1) waste pipe from sink, between frames Nos. 224 and 225.

One (1) waste pipe from Room D-213, between frames Nos. 225 and 226.

One (1) scupper between frames Nos. 225 and 226; 3 inch lead pipe in fair condition; scupper grating in good condition.

NOTE: Unable to obtain size and condition of above pipes at present time.

One (1) scupper on "E" deck between frames Nos. 224 and 225; 3 inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "E" deck between frames Nos. 224 and 225; 3 inch lead pipe cemented over.

One (1) waste pipe between frames Nos. 225 and 226; 2 inch lead pipe blanked off on "E" deck.

One (1) scupper between frames Nos. 225 and 226; 2½ inch lead pipe in fair condition; scupper grating in good condition—"E" deck.

One (1) scupper on "F" deck between frames Nos. 225 and 226; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Two (2) waste pipes on "F" deck between frames Nos. 225 and 226; one (1) of which is 1½ inch lead pipe and the other 2 inch lead pipe blanked off. Both pipes in fair condition.

One (1) scupper on "F" deck between frames Nos. 224 and 225; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "F" deck between frames Nos. 224 and 225 blanked off; 3 inch lead pipe in fair condition.

One (1) scupper on "G" deck in firemen's wash room, between frames Nos. 224 and 225; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 224 and 225; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Three (3) waste pipes on "G" deck between frames Nos. 224 and 225; blanked off.

Two (2) scuppers on "G" deck between frames Nos. 227 and 228; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: No. 29 Starboard Scupper passes athwartships on "G" deck between frames Nos. 224 and 225 and also between frames Nos. 227 and 228 and joins No. 30 Port Scupper; 3 inch lead pipe in good condition.

No. 29 Starboard Scupper passes athwartships on "H" deck between frames Nos. 224 and 225 and also between frames Nos. 227 and 228 and joins No. 30 Port Scupper; 3 inch lead pipe in fair condition.

#### No. 30 Scupper

Apparently leads from Captain's Quarters on Navigating Bridge and discharges on "B" deck between frames Nos. 224 and 225. Main discharge 3 inch W. I. pipe.

One (1) scupper in Captain's quarters between frames Nos. 224 and 225; 3 inch W. I. pipe in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

### Special Scuppers

One (1) scupper on "H" deck between frames Nos. 237 and 236; 3 inch W. I. pipe in good condition. Scupper grating and screw-down scupper valve to be renewed; pipe to be cleaned out, tested and made thoroughly watertight.

One (1) scupper on "J" deck between frames Nos. 237 and 236; 3 inch W. I. pipe in good condition. Scupper grating and screw-down scupper valve to be renewed; pipe to be cleaned out, tested and made thoroughly watertight.

One (1) scupper on "H" deck between frames Nos. 231 and 232; 3 inch W. I. pipe in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper on "H" deck between frames Nos. 224 and 225; 3 inch W. I. pipe in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper on "J" deck between frames Nos. 224 and 225; 3 inch W. I. pipe in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

One (1) scupper on "K" deck between frames Nos. 225 and 226; 3 inch W. I. pipe in good condition; scupper grating and screw-down scupper valve to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

## SECTION No. 8

### SCUPPERS PORTSIDE BETWEEN STEM AND FRAMES

Nos. 199 and 224

#### No. 32 Scupper

Leads from Navigating Bridge deck between frames Nos. 223 and 224 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 219 and 220. Main discharge 3 inch lead pipe.

One (1) scupper on Navigating Bridge deck between frames Nos. 223 and 224; 2½ inch lead pipe in good condition; scupper grating in good condition.

One (1) waste pipe on Navigating Bridge Deck, from bath between frames Nos. 223 and 224; 2½ inch lead pipe in good condition.

One (1) waste pipe on Navigating Bridge Deck from wash basins between frames Nos. 223 and 224; 1¼ inch lead pipe in good condition.

One (1) waste pipe on Navigating Bridge Deck from wash basin, between frames Nos. 224 and 225; 1½ inch lead pipe in good condition.

Two (2) waste pipes on "C" deck from wash basins in room C-120 between frames Nos. 220 and 221.

Two (2) waste pipes on "C" deck from wash basins room C-108 between frames Nos. 219 and 220.

Two (2) waste pipes on "C" deck from wash basins in room C-102 between frames Nos. 219 and 220.

Two (2) waste pipes on "D" deck from wash basins room D-206 between frames Nos. 219 and 220; 1 inch lead pipe in fair condition.

Two (2) waste pipes on "D" deck, from wash basins room D-204, between frames Nos. 220 and 221; 1 inch lead pipe in fair condition.

Two (2) waste pipes on "D" deck, from wash basins in room D-216 between frames Nos. 220 and 221; 1 inch lead pipe in fair condition.

Two (2) waste pipes on "D" deck from wash basins room D-205 between frames Nos. 219 and 220; 1 inch lead pipe in fair condition.

Two (2) waste pipes on "D" deck, from wash basins, room D-203; between frames Nos. 220 and 221; 1 inch lead pipe in fair condition.

One (1) waste pipe on "E" deck between frames Nos. 219 and 220; 1½ inch lead pipe blanked off.

One (1) waste pipe on "E" deck between frames Nos. 217 and 218; 1½ inch lead pipe blanked off.

One (1) waste pipe on "F" deck between frames Nos. 219 and 220; 2 inch lead pipe blanked off.

One (1) scupper on "G" deck between frames Nos. 219 and 220; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: No. 32 Port Scupper passes athwartship on "G" deck between frames Nos. 219 and 220.

#### No. 33 Scupper

Leads from over Navigating Bridge Deck between frames Nos.

220 and 221 and discharges on Navigating Bridge deck between frames Nos. 220 and 221; main discharge 3 inch W. I. pipe.

One (1) scupper over Navigating Bridge Deck between frames Nos. 220 and 221; 3 inch W. I. pipe in fair condition; scupper grating to be renewed, if necessary.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 34 Scupper

Leads from Navigating Bridge Deck between frames Nos. 218 and 219 and discharges on "B" deck between frames Nos. 220 and 221. Main discharge 3 inch W. I. pipe.

One (1) scupper on Navigating Bridge Deck between frames Nos. 218 and 219; 3 inch W. I. pipe in good condition; scupper grating to be renewed if necessary.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 35 Scupper

Leads from "C" deck between frames Nos. 218 and 219 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 218 and 219. Main discharge 2½ inch lead pipe.

One (1) waste pipe on "C" deck between frames Nos. 218 and 219; from bath room C-124; 2 inch lead pipe in fair condition.

One (1) scupper on "C" deck between frames Nos. 218 and 219, from bath room C-124; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "C" deck between frames Nos. 218 and 219 from room C-122; 1 inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 218 and 219 from room D-218; 1 inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 218 and 219, from bath room D-220; 2 inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 218 and 219, from room D-220; 2½ inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes on "D" deck between frames Nos. 218 and 219, from room D-220; 1 inch lead pipe in fair condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 36 Scupper

Leads from "E" deck between frames Nos. 217 and 218 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 217 and 218. Main discharge 3 inch lead pipe.

One (1) waste pipe on "E" deck between frames Nos. 217 and 218; 2½ inch lead pipe blanked off.

One (1) waste pipe on "F" deck between frames Nos. 217 and 218; 2 inch lead pipe cemented over.

One (1) scupper on "F" deck between frames Nos. 217 and 218; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 217 and 218; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 37 Scupper

Leads from Navigating Bridge Deck between frames Nos. 216 and 217 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 216 and 217. Main discharge 3 inch lead pipe.

Two (2) waste pipes on Navigating Bridge deck from wash basins in rooms Nos. 2 and 3 between frames Nos. 216 and 217. C-110.

Two (2) waste pipes on "C" deck from wash basins in room

Two (2) waste pipes from wash basins in room C-112.

Two (2) waste pipes from wash basins in room C-111.

Two (2) waste pipes on "C" deck from wash basins in room C-109.

Two (2) waste pipes on "D" deck from wash basins in room D-207.

Two (2) waste pipes from wash basins in room D-208.

One (1) waste pipe from wash basins in room D-222.

One (1) scupper on "F" deck between frames Nos. 216 and 217; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "F" deck between frames Nos. 216 and 217; 1½ inch lead pipe cemented over.

One (1) waste pipe on "F" deck between frames Nos. 216 and 217; 1 inch lead pipe blanked off.

Two (2) scuppers on "G" deck, in toilet, between frames Nos. 216 and 217; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 216 and 217; 2½ inch lead pipe blanked off.



Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 38 Scupper

Leads from Navigating Bridge Deck between frames Nos. 215 and 216 and discharges on "A" deck between frames Nos. 225 and 226. Main discharge 2 inch W. I. pipe.

One (1) scupper on Navigating Bridge deck between frames Nos. 215 and 216; 2 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 39 Scupper

Leads from "D" deck between frames Nos. 214 and 215 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 213 and 214. Main discharge 3 inch lead pipe.

One (1) waste pipe on "D" deck, from room D-222 between frames Nos. 215 and 216; 2 inch lead pipe in fair condition.

One (1) scupper on "D" deck from room D-222 between frames Nos. 215 and 216; 3 inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "D" deck, from wash basin, room D-224 between frames Nos. 214 and 215; 2 inch lead pipe in bad condition.

One (1) waste pipe on "D" deck from wash basins in room D-222 between frames Nos. 214 and 215; 1¼ inch lead pipe in bad condition.

Two (2) scuppers on "E" deck from toilet between frames Nos. 214 and 215; 3 inch lead pipe in fair condition; scupper gratings in good condition.

Three (3) waste pipes on "E" deck between frames Nos. 214 and 215, one of which is 1¼ inch lead pipe and the other two (2) 2 inch lead pipes. All blanked off.

Two (2) waste pipes on "E" deck between frames Nos. 213 and 214; 1¼ inch lead pipe blanked off.

One (1) waste pipe on "F" deck between frames Nos. 213 and 214; 2½ inch lead pipe blanked off.

One (1) waste pipe on "F" deck between frames Nos. 213 and 214; 1½ inch lead pipe blanked off.

One (1) scupper on "G" deck, in Crew's Quarters, between frames Nos. 213 and 214, cemented over. Cement to be cleared away, scupper grating and screw-down scupper valve to be installed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: No. 39 Port Scupper passes athwartships on "C" deck between frames Nos. 213 and 214 and joins Starboard Scupper; 2½ inch lead pipe.

#### No. 40 Scupper

Leads from "B" deck between frames Nos. 210 and 211 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 211 and 212. Main discharge 2½ inch lead pipe.

One (1) waste pipe on "B" deck between frames Nos. 210 and 211; in room B-8, blanked off.

One (1) waste pipe on "C" deck from bath room C-130, between frames Nos. 211 and 212; 2½ inch lead pipe.

One (1) scupper on "C" deck, in room C-130, between frames Nos. 211 and 212; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "C" deck, from wash basins in room C-130; between frames Nos. 211 and 212; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 211 and 212, in room; 2½ inch lead pipe in fair condition.

One (1) scupper on "D" deck from room, between frames Nos. 211 and 212; 2½ inch lead pipe in fair condition; scupper grating in good condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 41 Scupper

Leads from "B" deck between frames Nos. 211 and 212 and discharges through ship's side on "J" deck (no clapper valve) between frames Nos. 211 and 212. Main discharge 3 inch W. I. pipe.

Two (2) scuppers on "B" deck between frames Nos. 211 and 212; 3 inch W. I. pipe in fair condition; scupper gratings in good condition.

One (1) scupper on "A" deck between frames Nos. 211 and 212; discharging on "B" deck in scupper channel between frames Nos. 211 and 212; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 211 and 212 to take discharge from above scupper.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 42 Scupper

Leads from "F" deck between frames Nos. 210 and 211 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 210 and 211. Main discharge 3 inch lead pipe.

Two (2) scuppers on "F" deck, in toilet, between frames Nos. 210 and 211; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 210 and 211; 1¼ inch lead pipe blanked off.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 43 Scupper

Leads from "C" deck between frames Nos. 208 and 209 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 209 and 210. Main discharge 3 inch lead pipe.

One (1) waste pipe on "C" deck between frames Nos. 208 and 209; room C-132; 2½ inch lead pipe in fair condition.

One (1) scupper on "C" deck between frames Nos. 208 and 209, from room C-132; 3 inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes between frames Nos. 208 and 209 on "C" deck, from room C-132; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 209 and 210 in room C-130; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 208 and 209; in room D-226; 2½ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 208 and 209 in room D-226; 1¼ inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 208 and 209, room D-226; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "D" deck between frames Nos. 208 and 209 in room D-224; 1¼ inch lead pipe in fair condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 44 Scupper

Leads from over Navigating Bridge deck and discharges into scupper channel on "B" deck between frames Nos. 205 and 206. Main discharge 3 inch W. I. pipe.

One (1) scupper over Navigating Bridge deck between frames Nos. 205 and 206; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

One (1) scupper from Navigating Bridge deck between frames Nos. 205 and 206; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 45 Scupper

Leads from Navigating Bridge Deck between frames Nos. 203 and 204 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 204 and 205. Main discharge 3 inch lead pipe.

One (1) waste pipe on Navigating Bridge deck between frames Nos. 203 and 204; 2½ inch lead pipe in fair condition.

One (1) scupper on Navigating Bridge Deck between frames Nos. 203 and 204; 3 inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "B" deck between frames Nos. 204 and 205; 3 inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "C" deck between frames Nos. 203 and 204; 2½ inch lead pipe in fair condition.

One (1) scupper on "C" deck between frames Nos. 203 and 204; 3 inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "C" deck between frames Nos. 203 and 204; 1¼ inch lead pipe in fair condition.

One (1) scupper on "C" deck between frames Nos. 205 and 206; 3 inch lead pipe in fair condition; scupper grating to be renewed.

Two (2) scuppers on "D" deck between frames Nos. 200 and 201; 3 inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "D" deck between frames Nos. 200 and 201; 2 inch lead pipe blanked off.

One (1) waste pipe on "D" deck between frames Nos. 202 and 203; 1¼ inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 205 and 206; 3 inch lead pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "E" deck between frames Nos. 205 and 206; 3 inch lead pipe in fair condition; scupper grating to be renewed.

Two (2) scuppers on "E" deck between frames Nos. 201 and 202; 3 inch lead pipe in fair condition; scupper gratings to be renewed.

One (1) scupper on "E" deck between frames Nos. 199 and 200; 3 inch lead pipe in fair condition; scupper grating to be renewed.

Two (2) waste pipes on "E" deck between frames Nos. 199 and 200; 2 inch lead pipe blanked off.

Two (2) waste pipes on "F" deck between frames Nos. 199 and 200; 2 inch lead pipe in fair condition.

Two (2) waste pipes on "F" deck between frames Nos. 200 and 201; 2 inch lead pipe in fair condition.

One (1) scupper on "F" deck between frames Nos. 204 and 205; 3 inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "F" deck between frames Nos. 205 and 206; 1½ inch lead pipe, cemented over.

Two (2) scuppers on "G" deck, in Firemen's wash rooms, between frames Nos. 205 and 206; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Two (2) waste pipes on "G" deck in Firemen's washroom, between frames Nos. 204 and 205; blanked off.

Four (4) scuppers on "G" deck in Firemen's washroom, between frames Nos. 205 and 206; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: No. 45 Port Scupper joins No. 46 Port Scupper on "G" deck. No. 45 Port Scupper also connects into 6 inch soil pipe line on "G" deck between frames Nos. 203 and 202. This soil line takes in the following:

One (1) scupper from Navigating Bridge deck, Officers Toilet, Starboard side, 3 inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe from wash basins on Navigating Bridge Deck, 1½ inch lead pipe in fair condition.

One (1) scupper from "B" deck, in Steward's Pantry on Landing, off No. 1 Stairway.

The above scuppers and wastes to be disconnected from the soil line and blanked off and connected to scupper line discharge.

#### No. 46 Scupper

Leads from "G" deck between frames Nos. 203 and 202 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 202 and 203. Main discharge 3 inch lead pipe.

One (1) scupper on "G" deck between frames Nos. 202 and 203; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 47 Scupper

Leads from "C" deck between frames Nos. 199 and 200 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 200 and 201. Main discharge 3 inch lead pipe.

One (1) scupper on "C" deck between frames Nos. 199 and 200; room C-134; 3 inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes on "C" deck from wash basins, room C-134 between frames Nos. 199 and 200; 1¼ inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 199 and 200; from room D-228; 3 inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes from wash basins, room D-228, "D" deck, between frames Nos. 199 and 200; 1¼ inch lead pipe in fair condition.

One (1) scupper on "E" deck between frames Nos. 199 and 200; 3 inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "E" deck between frames Nos. 199 and 200; 1½ inch lead pipe blanked off.

NOTE: Two (2) scuppers to be installed on "F" deck, one (1) Port and one (1) Starboard, between frames Nos. 199 and 200 with scupper gratings and screw-down scupper valves.

Two (2) scuppers on "G" deck between frames Nos. 199 and 200 in alleyway; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Two (2) scuppers on "G" deck between frames Nos. 199 and 200, in wash house; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 199 and 200, in wash house, 2½ inch lead pipe blanked off.

NOTE: Two (2) scuppers to be installed on "G" deck, one (1) Port and one (1) Starboard between frames Nos. 199 and 200, with scupper gratings and screw-down scupper valves.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

## SECTION 9

### SCUPPERS STARBOARD SIDE BETWEEN STEM AND

#### FRAMES Nos. 199 and 224

#### No. 31 Scupper

Leads from "C" deck between frames Nos. 219 and 220 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 219 and 220. Main discharge 3 inch lead pipe.

Two (2) waste pipes on "C" deck from wash basins, room C-119; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck, from bath room C-123; 2½ inch lead pipe in fair condition.

Two (2) waste pipes on "C" deck, from wash basins, room C-123; 1¼ inch lead pipe in fair condition.

One (1) scupper on "C" deck, room C-123; 3 inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "C" deck, from wash basins, room C-121; 1¼ inch lead pipe in fair condition.

Two (2) waste pipes on "D" deck, from wash basins, room D-215; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck from wash basins, room D-217; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck from bath room D-219; 2½ inch lead pipe in fair condition.

One (1) scupper on "D" deck room D-219; 3 inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes on "D" deck, from wash basins room D-219; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "E" deck between frames Nos. 219 and 220; 1½ inch lead pipe blanked off.

One (1) waste pipe on "E" deck between frames Nos. 220 and 221; 1¼ inch lead pipe blanked off.

One (1) scupper on "F" deck between frames Nos. 218 and 219; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "F" deck between frames Nos. 218 and 219; 1¼ inch lead pipe cemented over.

One (1) waste pipe on "F" deck between frames Nos. 219 and 220; 2 inch lead pipe blanked off.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 32 Scupper

Leads from over Navigating Bridge Deck between frames Nos. 220 and 221 and discharges on Navigating Bridge Deck between frames Nos. 220 and 221. Main discharge 3 inch W. I. pipe.

One (1) scupper over Navigating Bridge Deck between frames Nos. 220 and 221; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 33 Scupper

Leads from Navigating Bridge deck between frames Nos. 218 and 219 and discharges on "B" deck between frames Nos. 220 and 221; 3 inch W. I. pipe in fair condition.

One (1) scupper on Navigating Bridge Deck between frames

Nos. 218 and 219; 3 inch W. I. pipe in fair condition; scupper grating to be renewed, if required.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 34 Scupper

Leads from Navigating Bridge Deck and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 218 and 219. Main discharge 3 inch lead pipe.

One (1) waste pipe on Navigating Bridge Deck, Captain's bath room, between frames Nos. 218 and 219.

One (1) scupper on Navigating Bridge Deck, between frames Nos. 218 and 219; scupper grating in good condition.

One (1) waste pipe from wash basins, between frames Nos. 218 and 219.

NOTE: Unable to obtain sizes or condition of above pipe at the present time.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 35 Scupper

Leads from "C" deck between frames Nos. 215 and 216 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 215 and 216; main discharge 3 inch lead pipe.

One (1) waste pipe on "C" deck from wash basins, room C-125.

One (1) waste pipe on "D" deck from bath room D-221, between frames Nos. 215 and 216.

One (1) scupper on "D" deck, room D-221, between frames Nos. 215 and 216.

One (1) waste pipe from wash basins, room D-221, "D" deck.

One (1) waste pipe on "D" deck, room D-221, blanked off.

One (1) waste pipe on "D" deck from wash basins, room D-225.

NOTE: Unable to obtain sizes and condition of the above pipes at the present time.

One (1) scupper on "F" deck between frames Nos. 215 and 216; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "F" deck between frames Nos. 215 and 216; cemented over.

One (1) waste pipe on "F" deck between frames Nos. 216 and 217; cemented over.

One (1) scupper on "G" deck between frames Nos. 215 and 216; cemented over.

Cement to be cleared away, scupper grating and screw-down scupper valve to be installed.

NOTE: No. 35 Starboard Scupper passes athwartship between frames Nos. 215 and 216 on "G" deck and joins No. 37 Port Scupper; 3 inch lead pipe.

NOTE: No. 35 Starboard Scupper passes athwartship between frames Nos. 216 and 217 on "H" deck and joins No. 37 Port Scupper; 3 inch lead pipe.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 36 Scupper

Leads from Navigating Bridge Deck between frames Nos. 215 and 216 and discharges on "A" deck between frames Nos. 215 and 216. Main discharge 2 inch W. I. pipe.

One (1) scupper on Navigating Bridge Deck between frames Nos. 215 and 216; 2 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 37 Scupper

Leads from "C" deck between frames Nos. 213 and 214 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 213 and 214.

One (1) scupper on "C" deck from room C-129, scupper grating in good condition.

One (1) waste pipe on "C" deck, from bath room C-129.

One (1) waste pipe on "C" deck, from wash basin room C-129.

One (1) waste pipe on "D" deck, from bath room D-223.

One (1) scupper on "D" deck from bath room D-223; scupper grating in good condition.

One (1) waste pipe on "D" deck, from wash basins, room D-223.

Three (3) waste pipes on "E" deck between frames Nos. 214 and 215; 2 inch pipe cemented over.

Two (2) scuppers on "E" deck between frames Nos. 214 and 215; scupper gratings to be renewed.

One (1) scupper on "E" deck between frames Nos. 212 and 213; scupper grating to be renewed.

NOTE: Unable to obtain sizes and condition of the above piping at the present time.

NOTE: No. 37 Starboard Scupper joins No. 35 Starboard Scupper on "F" deck between frames Nos. 217 and 218.

NOTE: No. 37 Starboard Scupper passes athwartship on "G" deck between frames Nos. 213 and 214 and joins No. 39 Port Scupper.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 38 Scupper

Leads from "B" deck between frames Nos. 211 and 212 and discharges through ship's side on "J" deck between frames Nos. 211 and 212 (no clapper valve). Main discharge 3 inch W. I. pipe.

Two (2) scuppers on "B" deck between frames Nos. 211 and 212; 3 inch W. I. pipe in fair condition; scupper gratings in good condition.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 211 and 212 to take discharge from above scupper.

One (1) scupper on "A" deck between frames Nos. 211 and 212; scupper grating in good condition; 3 inch W. I. pipe in fair condition.

This scupper discharges on "B" deck into scupper channel.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 39 Scupper

Leads from "B" deck between frames Nos. 210 and 211 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 210 and 211. Main discharge 3 inch lead pipe.

One (1) scupper on "B" deck, from room B-7, scupper grating in good condition.

One (1) waste pipe on "B" deck, from bath room B-7.

Two (2) waste pipes on "B" deck, from room B-7.

One (1) waste pipe on "E" deck between frames Nos. 210 and 211; blanked off.

NOTE: Unable to obtain sizes and condition of above pipes at the present time.

NOTE: No. 39 Starboard Scupper joins No. 37 Starboard Scupper on "D" deck, by 1¼ inch lead pipe, between frames Nos. 210 and 213.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 40 Scupper

Leads from "A" deck between frames Nos. 207 and 208 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 207 and 208. Main discharge 3 inch lead pipe.

One (1) scupper on "A" deck, in toilet, between frames Nos. 207 and 208; 3 inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "A" deck from wash basins between frames Nos. 207 and 208; 1½ inch lead pipe in fair condition.

One (1) scupper on "C" deck from room C-188; scupper grating in good condition.



Two (2) waste pipes on "C" deck from wash basins in room C-188.

One (1) waste pipe on "C" deck, in bath room C-188.

One (1) waste pipe on "D" deck, from wash basins, room D-223.

One (1) waste pipe on "D" deck, from wash basins, room D-225.

One (1) waste pipe on "D" deck, from wash basins, room D-227.

One (1) waste pipe on "E" deck between frames Nos. 208 and 209; 1½ inch lead pipe blanked off.

Two (2) scuppers on "F" deck between frames Nos. 208 and 209; scupper gratings and screw-down scupper valves to be renewed.

Two (2) waste pipes on "F" deck between frames Nos. 207 and 208; pipes blanked off.

NOTE: Unable to obtain sizes and condition of above waste pipes, at the present time.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 41 Scupper

Leads from "F" deck between frames Nos. 206 and 207 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 206 and 207. Main discharge 3 inch lead pipe.

One (1) scupper on "F" deck between frames Nos. 206 and 207; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) main scupper line on "F" deck, blanked off, between frames Nos. 206 and 207.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 42 Scupper

Leads from "A" deck between frames Nos. 204 and 205 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 205 and 206. Main discharge 3 inch lead pipe.

One (1) scupper on "A" deck in toilet between frames Nos. 204 and 205; scupper grating in good condition.

One (1) scupper on "B" deck, in alleyway, between frames Nos. 204 and 205; scupper grating to be renewed.

One (1) scupper on "C" deck, in alleyway, between frames Nos. 204 and 205; scupper grating to be renewed.

One (1) waste pipe on "D" deck, bath room D-227, between frames Nos. 205 and 206.

One (1) scupper on "D" deck, room D-227, between frames Nos. 205 and 206; scupper grating in good condition.

One (1) waste pipe on "D" deck, from wash basins, room D-227; between frames Nos. 205 and 206.

One (1) scupper on "D" deck, in alleyway, between frames Nos. 204 and 205.

One (1) scupper on "E" deck between frames Nos. 204 and 205; scupper grating to be renewed.

One (1) scupper on "E" deck, in toilet, between frames Nos. 204 and 205; scupper grating to be renewed.

NOTE: Unable to obtain sizes and conditions of pipes of above at present time.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 43 Scupper

Leads from over Navigating Bridge deck between frames Nos. 205 and 206; and discharges into scupper channel on "B" deck between frames Nos. 205 and 206.

One (1) scupper from deck over Navigating Bridge deck between frames Nos. 205 and 206; scupper grating in good condition.

One (1) scupper on Navigating Bridge Deck between frames Nos. 205 and 206; scupper grating in good condition.

Above scuppers 3 inch W. I. pipe in fair condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 44 Scupper

Leads from "G" deck between frames Nos. 202 and 203 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 202 and 203. Main discharge 3 inch lead pipe.

Two (2) waste pipes on "G" deck between frames Nos. 202 and 203, blanked off.

One (1) main scupper line between frames Nos. 202 and 203, blanked off. Piping to be connected up.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 45 Scupper

Leads from "C" deck between frames Nos. 199 and 200 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 200 and 201. Main discharge 3 inch lead pipe.

One (1) scupper on "C" deck in room C-135, between frames Nos. 199 and 200; 3 inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes on "C" deck from wash basins C-135 between frames Nos. 199 and 200; 1¼ inch lead pipe in fair condition.

One (1) scupper on "D" deck in room D-229, between frames Nos. 199 and 200; 3 inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes on "D" deck, room D-229 between frames Nos. 199 and 200; 1¼ inch lead pipe in fair condition.

One (1) scupper on "E" deck between frames Nos. 199 and 200; 3 inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "E" deck between frames Nos. 199 and 200; 1¼ inch lead pipe blanked off.

One (1) waste pipe on "G" deck between frames Nos. 199 and 200; 1½ inch lead pipe blanked off.

NOTE: No. 45 Starboard Scupper passes athwartship and joins No. 47 Port Scupper on "H" deck between frames Nos. 199 and 200.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

## SECTION 10

### SCUPPERS PORTSIDE BETWEEN STEM AND FRAMES

#### Nos. 174 and 199

#### No. 16 Scupper

Leads from "D" deck between frames Nos. 175 and 176 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 174 and 175. Main discharge 3 inch lead pipe.

One (1) waste pipe on "D" deck between frames Nos. 174 and 175; from wash basins in room D-268; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 174 and 175; 2 inch lead pipe blanked off.

One (1) waste pipe on "D" deck between frames Nos. 173 and 174; 2 inch lead pipe blanked off.

One (1) waste pipe on "D" deck between frames Nos. 173 and 174; from wash basins, room D-242; 1½ inch lead pipe in fair condition.

Two (2) waste pipes on "D" deck between frames Nos. 175 and 176; from wash basins, room D-252; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "E" deck between frames Nos. 174 and 175; 1½ inch lead pipe in fair condition.

NOTE: The above scupper is an athwartship scupper and joins No. 16 Starboard Scupper on "F" deck between frames Nos. 174 and 175.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: The above discharge apparently takes only waste pipes.

#### No. 17 Scupper

Leads from "C" deck between frames Nos. 176 and 177 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 175 and 176. Main discharge 3 inch lead pipe.

One (1) scupper on "C" deck between frames Nos. 176 and 177, in room C-154; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "C" deck between frames Nos. 176 and 177, from wash basins in room C-154; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 176 and 177, from room C-154; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 177 and 178 from bath room C-154; 2 inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 174 and 175; from wash basins, room C-154; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 179 and 180; in room C-154; 1½ inch lead pipe cemented over. Cement to be removed.

Two (2) waste pipes on "D" deck between frames Nos. 173 and 174, from wash basins in room D-270; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 174 and 175, in room D-266; 1½ inch lead pipe cemented over. Cement to be removed.

One (1) waste pipe on "F" deck between frames Nos. 175 and 176; 1½ inch lead pipe blanked off.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: The above scupper apparently leads through Rolling Tanks on "G" and "H" decks.

#### No. 18 Scupper

Leads from "F" deck between frames Nos. 174 and 175 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 179 and 180. Main discharge 5 inch lead pipe.

One (1) scupper on "F" deck between frames Nos. 174 and 175;

2½ inch lead pipe cemented over. Cement to be cleared away, scupper grating and screw-down scupper valve to be installed.

Two (2) scuppers on "G" deck between frames Nos. 174 and 175; in alleyway, 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Two (2) scuppers on "G" deck between frames Nos. 168 and 169, at Swimming Pool; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 168 and 169; in dressing room at Swimming Pool; 1¼ inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: The above scupper is apparently athwartship and appears to join No. 18 Starboard Scupper between frames Nos. 176 and 177 on "H" deck.

Four (4) overflows from Swimming Pool lead into the above scupper on "H" deck between frames Nos. 170 and 171, Nos. 173 and 174, Nos. 176 and 177 and Nos. 179 and 180; 2½ inch and 1½ inch lead pipe in fair condition.

#### No. 19 Scupper

Leads from "D" deck between frames Nos. 179 and 180 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 180 and 181. Main discharge 3 inch lead pipe.

One (1) waste pipe on "D" deck between frames Nos. 178 and 179, from wash basins in room D-266; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 179 and 180, from wash basin in room D-264; 1¼ inch lead pipe in fair condition.

One (1) scupper on "E" deck between frames Nos. 177 and 178; 2 inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "E" deck between frames Nos. 178 and 179; 2½ inch lead pipe blanked off.

One (1) scupper on "E" deck between frames Nos. 178 and 179; 2½ inch lead pipe cemented over. Cement to be cleared away and scupper grating installed.

One (1) waste pipe on "E" deck between frames Nos. 179 and 180; 2 inch lead pipe blanked off.

One (1) scupper on "F" deck between frames Nos. 179 and 180;

2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "F" deck between frames Nos. 179 and 180; 2½ inch lead pipe blanked off.

One (1) waste pipe on "F" deck between frames Nos. 177 and 178; 2 inch lead pipe blanked off.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: The above scupper is apparently athwartship and appears to join No. 19 Starboard Scupper on "F" deck between frames Nos. 178 and 179.

#### No. 20 Scupper

Leads from "C" deck between frames Nos. 180 and 181 and discharges through one (1) clapper valve on ship's side on "H" deck between frames Nos. 182 and 183. Main discharge 2½ inch lead pipe.

One (1) scupper on "C" deck between frames Nos. 181 and 182, in bath room C-154; 2½ inch lead pipe cemented over; cement to be cleared away, scupper grating to be renewed.

One (1) waste pipe on "C" deck between frames Nos. 180 and 181, from room C-154; 2 inch lead pipe in fair condition.

Two (2) waste pipes on "C" deck between frames Nos. 179 and 180, from wash basins in room C-144; 1¼ inch lead pipe in fair condition.

Two (2) waste pipes on "C" deck between frames Nos. 178 and 179, from wash basins in room C-146; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 177 and 178, from wash basins in room C-146; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 175 and 176, from wash basins in room C-146; 1¼ inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 181 and 182, from bath room D-264; 2½ inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes on "D" deck between frames Nos. 182 and 183, from bath room D-264; 2 inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 182 and 183, from bath room D-264; 2 inch lead pipe in fair condition.

Two (2) waste pipes on "D" deck between frames Nos. 178 and 179, from wash basins in room D-238 and D-240; 1¼ inch lead pipe in fair condition.

One (1) scupper on "G" deck between frames Nos. 181 and 182, in alleyway; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 21 Scupper

Leads from "C" deck between frames Nos. 183 and 184 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 183 and 184. Main discharge 2½ inch lead pipe.

One (1) scupper on "C" deck between frames Nos. 185 and 184, in room C-154; 2 inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "D" deck between frames Nos. 183 and 184, in room D-264; 2 inch lead pipe in fair condition; scupper grating tiled over; tiling to be removed and scupper grating to be installed.

One (1) waste pipe on "D" deck between frames Nos. 184 and 185, from wash basin in room D-264; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 184 and 185, from wash basin in room D-248; 1½ inch lead pipe in fair condition.

Two (2) waste pipes on "D" deck between frames Nos. 183 and 184, from wash basins in room D-250; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 183 and 184, from wash basins in room D-236; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 184 and 185, from wash basin in room D-234; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "G" deck between frames Nos. 183 and 184; 1¼ inch lead pipe blanked off.

NOTE: The above scupper is apparently athwartship and appears to join No. 21 Starboard Scupper between frames Nos. 183 and 184 on "E" deck; 2 inch lead pipe—and also with a 1¼ inch lead pipe between frames Nos. 184 and 185. The above scupper also joins No. 21 Starboard Scupper between frames Nos. 183 and 184 on "F" deck.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 22 Scupper

Leads from "F" deck between frames Nos. 185 and 186 and dis-

charges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 185 and 186. Main discharge 2½ inch lead pipe in fair condition.

One (1) scupper on "F" deck between frames Nos. 185 and 186; 2½ inch lead pipe cemented over. Cement to be cleared away; scupper grating and screw-down scupper valve to be installed.

One (1) scupper on "G" deck between frames Nos. 185 and 186; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 23 Scupper

Leads from "C" deck between frames Nos. 188 and 189 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 187 and 188. Main discharge 2½ inch lead pipe.

One (1) waste pipe on "C" deck between frames Nos. 188 and 189 from wash basins in room C-151; 1¼ inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 188 and 189, in bath room D-262; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "D" deck between frames Nos. 188 and 189, from bath room D-262; 2 inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 188 and 189, from wash basin, room D-262; 1½ inch lead pipe in fair condition.

Two (2) waste pipes on "D" deck between frames Nos. 188 and 189, in bath room D-262; 2 inch lead pipe in fair condition.

One (1) scupper on "E" deck between frames Nos. 187 and 188 from wash room; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "E" deck between frames Nos. 187 and 188; 2 inch lead pipe blanked off.

One (1) waste pipe on "E" deck between frames Nos. 185 and 186; 2 inch lead pipe in fair condition.

NOTE: The above scupper joins No. 24 Port Scupper on "E" deck between frames Nos. 190 and 191.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 24 Scupper

Leads from "B" deck between frames Nos. 191 and 192 and discharges through one (1) clapper valve on ship's side on "J" deck

between frames Nos. 190 and 191. Main discharge 2½ inch lead pipe.

One (1) waste pipe on "B" deck between frames Nos. 191 and 192; 1¼ inch lead pipe blanked off.

One (1) waste pipe on "C" deck between frames Nos. 188 and 189, from wash basin in room C-142; 1¼ inch lead pipe in fair condition.

Two (2) waste pipes on "C" deck between frames Nos. 190 and 191, from bath room C-154; 2 inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 190 and 191, from bath room C-154; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 190 and 191, from wash basin in room C-154; 1½ inch lead pipe in fair condition.

One (1) scupper on "C" deck between frames Nos. 190 and 191, from bath room C-154; 2½ inch lead pipe in fair condition; scupper grating to be renewed if necessary.

One (1) waste pipe on "C" deck between frames Nos. 191 and 192; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 192 and 193, from wash basin in room D-260; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 190 and 191, from wash basin in room D-250; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 189 and 190, from wash basin in room D-262; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 191 and 192, from wash basin in room D-246; 1½ inch lead pipe in fair condition.

Two (2) waste pipes on "D" deck between frames Nos. 191 and 192, from wash basins in room D-232; 1½ inch lead pipe in fair condition.

Two (2) waste pipes on "E" deck between frames Nos. 190 and 191; 2 inch lead pipe blanked off.

Two (2) waste pipes on "F" deck between frames Nos. 190 and 191; 2 inch lead pipe cemented over. Cement to be cleared away.

One (1) waste pipe on "F" deck between frames Nos. 188 and 189; 1½ inch lead pipe blanked off.

One (1) waste pipe on "F" deck between frames Nos. 190 and 191; 2 inch lead pipe blanked off.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: The above scupper is apparently athwartship and appears to join No. 24 Starboard Scupper between frames Nos. 190 and 191 on "F" deck and also joins No. 23 Port Scupper on "E" deck between frames Nos. 190 and 191.

#### No. 25 Scupper

Leads from "F" deck between frames Nos. 190 and 191 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 191 and 192. Main discharge 3 inch lead pipe.

One (1) waste pipe on "F" deck between frames Nos. 174 and 175; 1¼ inch lead pipe cemented over.

One (1) waste pipe on "F" deck between frames Nos. 177 and 178; 1¼ inch lead pipe blanked off.

One (1) waste pipe on "F" deck between frames Nos. 180 and 181; 1¼ inch lead pipe cemented over.

One (1) waste pipe on "F" deck between frames Nos. 172 and 173; 1¼ inch lead pipe blanked off.

One (1) waste pipe on "G" deck between frames Nos. 181 and 182; 1¼ inch lead pipe blanked off.

One (1) scupper on "G" deck between frames Nos. 183 and 184; in passageway at Swimming Pool; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 26 Scupper

Leads from over "A" deck between frames Nos. 191 and 192 and discharges through ship's side on "J" deck between frames Nos. 192 and 193 (no clapper valve). Main discharge 3 inch W. I. pipe.

One (1) scupper over "A" deck between frames Nos. 191 and 192; from scupper channel; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

One (1) scupper on "B" deck between frames Nos. 192 and 193; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

One (1) scupper on "B" deck between frames Nos. 191 and 192; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 192 and 193 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 27 Scupper

Leads from "C" deck between frames Nos. 193 and 194 and discharges through ship's side on "H" deck between frames Nos. 193 and 194 (no clapper valve). Main discharge 5 inch W. I. pipe.



One (1) scupper on "C" deck, from receptacle of expansion joint; 5 inch W. I. pipe in fair condition; between frames Nos. 193 and 194.

Clapper valve to be installed on ship's side on "H" deck between frames Nos. 193 and 194 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 28 Scupper

Leads from "C" deck between frames Nos. 193 and 194 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 194 and 195. Main discharge 3 inch lead pipe.

One (1) scupper on "C" deck between frames Nos. 193 and 194; 3 inch lead pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "D" deck between frames Nos. 193 and 194; 3 inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "D" deck between frames Nos. 192 and 193; 1¼ inch lead pipe cemented over.

One (1) waste pipe on "D" deck between frames Nos. 193 and 194; 3 inch lead pipe in fair condition.

One (1) waste pipe on "E" deck between frames Nos. 193 and 194; 3 inch lead pipe blanked off.

One (1) scupper on "E" deck between frames Nos. 193 and 194; 3 inch lead pipe in fair condition; scupper grating to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 29 Scupper

Leads from "A" deck between frames Nos. 194 and 195 and discharges through ship's side on "J" deck between frames Nos. 194 and 195; (no clapper valve). Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 194 and 195; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "B" deck between frames Nos. 194 and 195; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 194 and 195 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 30 Scupper

Leads from "F" deck between frames Nos. 195 and 196 and discharges through two (2) clapper valves on ship's side on "H" deck between frames Nos. 195 and 196. Main discharge 3 inch lead pipe.

Two (2) waste pipes on "F" deck between frames Nos. 195 and 196; 1¼ inch lead pipe in fair condition.

Two (2) waste pipes on "F" deck between frames Nos. 195 and 196; 1¼ inch lead pipe blanked off.

Two (2) scuppers on "G" deck between frames Nos. 195 and 196, in alleyway; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 31 Scupper

Leads from "A" deck between frames Nos. 199 and 200 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 195 and 196. Main discharge 4 inch lead pipe.

One (1) waste pipe on "A" deck between frames Nos. 199 and 200; 3 inch lead pipe blanked off.

One (1) waste pipe on "A" deck between frames Nos. 199 and 200; 2 inch lead pipe blanked off.

One (1) scupper on "B" deck between frames Nos. 199 and 200; 3 inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes on "B" deck between frames Nos. 199 and 200; 2 inch lead pipe in fair condition.

Two (2) scuppers on "C" deck between frames Nos. 200 and 201; 3 inch lead pipe in fair condition; scupper gratings in good condition.

One (1) waste pipe on "C" deck between frames Nos. 200 and 201; 2 inch lead pipe in fair condition.

Two (2) waste pipes on "C" deck between frames Nos. 200 and 201; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 196 and 197, in room C-136; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 194 and 195, in room C-138; 1¼ inch lead pipe in fair condition.

Two (2) scuppers on "D" deck between frames Nos. 198 and 199; 2½ inch lead pipe in fair condition; scupper gratings in good condition.

One (1) waste pipe on "D" deck between frames Nos. 198 and 199; 2½ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 198 and 199; 2½ inch lead pipe blanked off.

One (1) waste pipe on "D" deck between frames Nos. 194 and 195; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 196 and 197; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 196 and 197; 1¼ inch lead pipe blanked off.

One (1) waste pipe on "E" deck between frames Nos. 196 and 197; 2 inch lead pipe in fair condition; open end.

One (1) waste pipe on "E" deck between frames Nos. 199 and 200; 2 inch lead pipe blanked off.

One (1) scupper on "F" deck between frames Nos. 198 and 199; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "F" deck between frames Nos. 198 and 199; 2 inch lead pipe cemented over.

One (1) waste pipe on "F" deck between frames Nos. 198 and 199; 1¼ inch lead pipe cemented over.

One (1) scupper on "F" deck between frames Nos. 197 and 198; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: The above scupper is athwartship and joins No. 30 Scupper between frames Nos. 198 and 199 on "E" deck.

#### No. 32 Scupper

Leads from "C" deck between frames Nos. 198 and 199 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 198 and 199. Main discharge 3 inch lead pipe.

One (1) scupper on "C" deck between frames Nos. 198 and 199, in room C-148; 3 inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "C" deck between frames Nos. 198 and 199; from wash basins C-148; 1¼ inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 193 and 199, from room D-256; 3 inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes on "D" deck between frames Nos. 198 and 199, from wash basins, room D-256; 1¼ inch lead pipe in fair condition.

One (1) scupper on "E" deck between frames Nos. 198 and 199; 3 inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "E" deck between frames Nos. 198 and 199; 1¼ inch lead pipe cemented over.

One (1) waste pipe on "F" deck between frames Nos. 198 and 199; 2 inch lead pipe blanked off.

One (1) waste pipe on "F" deck between frames Nos. 198 and 199; 1½ inch lead pipe, open end.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: The above scupper is athwartship and joins No. 31 Starboard Scupper between frames Nos. 198 and 199 on "H" deck.

#### No. 33 Scupper

Leads from "A" deck between frames Nos. 173 and 174 and discharges in scupper channel on "B" deck between frames Nos. 173 and 174. Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 173 and 174; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 34 Scupper

Leads from "A" deck between frames Nos. 192 and 193 and discharges on "B" deck between frames Nos. 192 and 193. Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 192 and 193; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 35 Scupper

Leads from over "A" deck between frames Nos. 194 and 195 and discharges on "B" deck between frames Nos. 194 and 195. Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 194 and 195; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "A" deck between frames Nos. 194 and 195; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 36 Scupper

Leads from over "A" deck between frames Nos. 194 and 195 and discharges on "A" deck between frames Nos. 194 and 195. Main discharge 2 inch W. I. pipe.

One (1) scupper over "A" deck between frames Nos. 194 and 195; 2 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

## SECTION II

### SCUPPERS STARBOARD SIDE BETWEEN STEM AND

#### FRAMES Nos. 174 and 199

#### No. 16 Scupper

Leads from "D" deck between frames Nos. 174 and 175 and dis-

charges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 175 and 176. Main discharge 3 inch lead pipe.

One (1) waste pipe on "D" deck between frames Nos. 174 and 175; from wash basins room D-271; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 171 and 172; from wash basins, room D-269; 2 inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 174 and 175, from wash basins, room D-255; 2 inch lead pipe in fair condition.

Three (3) waste pipes on "D" deck between frames Nos. 175 and 176; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "E" deck between frames Nos. 174 and 175; 1½ inch lead pipe blanked off.

One (1) waste pipe on "F" deck between frames Nos. 175 and 176; 1¼ inch lead pipe blanked off.

NOTE: The above scupper is apparently athwartship and appears to join No. 16 Port Scupper between frames Nos. 174 and 176 on "F" deck. It also apparently leads through Rolling Tanks on "G" and "H" decks.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: The above discharge apparently takes only waste pipes.

#### No. 17 Scupper

Leads from "C" deck between frames Nos. 176 and 177 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 176 and 177. Main discharge 2½ inch lead pipe.

One (1) scupper on "C" deck between frames Nos. 176 and 177, in bath room C-155; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "C" deck between frames Nos. 176 and 177, from wash basins, room C-155; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 177 and 178, from wash room C-155; 2 inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 177 and 178, from bath room C-155; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 174 and 175, from wash basins C-155; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 180 and 181, from room C-155; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 181 and 182 from wash basin, room C-155; 2 inch lead pipe in fair condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: The above scupper apparently leads through Rolling Tanks on "G" and "H" decks.

#### No. 18 Scupper

Leads from "G" deck between frames Nos. 174 and 175 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 179 and 180. Main discharge 5 inch lead pipe.

One (1) scupper on "G" deck between frames Nos. 168 and 169; in toilet at Swimming Pool; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 167 and 168, in passage at Swimming Pool; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 169 and 170, in shower at Swimming Pool; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 169 and 170, in passageway to Swimming Pool; 2 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 171 and 172, in shower at Swimming Pool; 2 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 174 and 175, in passageway in Swimming Pool; 1¼ inch lead pipe blanked off.

One (1) waste pipe on "G" deck between frames Nos. 179 and 180, in Switch Room at Swimming Pool; 1¼ inch lead pipe blanked off.

One (1) scupper on "G" deck between frames Nos. 173 and 174, in Shower at Swimming Pool; 2 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: The above scupper is apparently athwartship and appears to join No. 18 Port Scupper between frames Nos. 176 and 177 on "H" deck.

Four (4) overflows from swimming pool lead into the above scupper on "H" deck between frames Nos. 170 and 171, Nos. 173 and 174, Nos. 176 and 177, and Nos. 178 and 179; 2½ inch and 1½ inch lead pipe in fair condition.

**No. 19 Scupper**

Leads from "D" deck between frames Nos. 178 and 179 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 180 and 181. Main discharge 3 inch lead pipe.

One (1) waste pipe on "D" deck between frames Nos. 179 and 180, from wash basins, room D-265; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 176 and 177, from wash basin, in room D-267; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "E" deck between frames Nos. 178 and 179; 2½ inch lead pipe blanked off.

One (1) scupper on "E" deck between frames Nos. 178 and 179; 2½ inch lead pipe cemented over. Cement to be cleared away, scupper grating to be installed.

One (1) scupper on "E" deck between frames Nos. 177 and 178; 2 inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "E" deck between frames Nos. 179 and 180; 1½ inch lead pipe blanked off.

One (1) waste pipe on "F" deck between frames Nos. 179 and 180; 2 inch lead pipe blanked off.

One (1) waste pipe on "F" deck between frames Nos. 177 and 178; 1¼ inch lead pipe blanked off.

One (1) waste pipe on "F" deck between frames Nos. 174 and 175; 1¼ inch lead pipe cemented over.

One (1) waste pipe on "F" deck between frames Nos. 177 and 178; 2 inch lead pipe blanked off.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: The above scupper is apparently athwartship and appears to join No. 19 Port Scupper between frames Nos. 178 and 179 on "F" deck.

**No. 20 Scupper**

Leads from "C" deck between frames Nos. 181 and 182 and discharges through one (1) clapper valve on ship's side on "H" deck between frames Nos. 182 and 183. Main discharge 2½ inch lead pipe.

One (1) scupper on "C" deck between frames Nos. 181 and 182, in bath room C-155; 2 inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "C" deck between frames Nos. 181 and 182, from bath room C-155; 2 inch lead pipe in fair condition.

Two (2) waste pipes on "C" deck between frames Nos. 179 and 180; from wash basins in room C-145 and C-147; 1½ inch lead pipe, one (1) of which is blanked off.

One (1) scupper on "D" deck between frames Nos. 181 and 182, from bath room D-265; 2 inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "D" deck between frames Nos. 182 and 183; from bath room D-265; 2 inch lead pipe in fair condition.

Two (2) waste pipes on "D" deck between frames Nos. 178 and 179; from wash basins in rooms D-239 and D-241; 2 inch lead pipe in fair condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

**No. 21 Scupper**

Leads from "C" deck between frames Nos. 183 and 184 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 183 and 184. Main discharge 2½ inch lead pipe.

One (1) scupper on "C" deck between frames Nos. 183 and 184, in room C-155; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "D" deck between frames Nos. 183 and 184; from room D-265; 2 inch lead pipe in fair condition.

Four (4) waste pipes on "D" deck between frames Nos. 183 and 184; from wash basins in rooms, D-235, D-237, D-249 and D-251; 2 inch lead pipes in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 184 and 185, from bath room D-265; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "E" deck between frames Nos. 183 and 184; 1¼ inch lead pipe in bad condition—cemented over.

One (1) waste pipe on "G" deck between frames Nos. 183 and 184; 1½ inch lead pipe blanked off.

NOTE: The above scupper is apparently athwartship and appears to join No. 21 Port Scupper between frames Nos. 183 and 184 on "F" deck. It also joins No. 21 Port Scupper on "E" deck between frames Nos. 183 and 184 with a 2 inch lead pipe in fair condition; and also with 1¼ inch lead pipe in bad condition, between frames Nos. 184 and 185.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

**No. 22 Scupper**

Leads from "F" deck between frames Nos. 185 and 186 and dis-

charges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 185 and 186. Main discharge 2½ inch lead pipe.

One (1) scupper on "F" deck between frames Nos. 185 and 186; 2½ inch lead pipe cemented over. Cement to be cleared away, scupper grating and screw-down scupper valve to be installed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 23 Scupper

Leads from "C" deck between frames Nos. 188 and 189 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 187 and 188. Main discharge 2½ inch lead pipe.

One (1) waste pipe on "C" deck between frames Nos. 188 and 189, from wash basins in room C-155; 1½ inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 188 and 189, in bath room D-263; 2½ inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes on "D" deck between frames Nos. 188 and 189, from bath room D-263; 2 inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 188 and 189, from wash basin in room D-263; 1½ inch lead pipe in fair condition.

One (1) scupper on "E" deck between frames Nos. 187 and 188, in wash room; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "E" deck between frames Nos. 187 and 188; 2 inch lead pipe blanked off.

One (1) waste pipe on "E" deck between frames Nos. 185 and 186; 2 inch lead pipe blanked off.

NOTE: The above scupper joins No. 24 Starboard Scupper between frames Nos. 190 and 191 on "E" deck.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 24 Scupper

Leads from "C" deck between frames Nos. 188 and 189 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 190 and 191. Main discharge 2½ inch lead pipe.

One (1) waste pipe on "C" deck between frames Nos. 188 and 189, from wash basin, room C-143; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 190 and 191; from wash basin in room C-141; 2½ inch lead pipe in fair condition.

One (1) scupper on "C" deck between frames Nos. 190 and 191; in bath room C-151; 2½ inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes on "C" deck between frames Nos. 190 and 191, from bath room C-151; 2 inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 190 and 191, from wash basin, room D-259; 1½ inch lead pipe in fair condition.

Two (2) waste pipes on "D" deck between frames Nos. 190 and 191, from room D-263; 2 inch lead pipe in fair condition.

Two (2) waste pipes on "D" deck between frames Nos. 191 and 192, from rooms D-233 and D-247; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "E" deck between frames Nos. 190 and 191; 1½ inch lead pipe blanked off.

One (1) scupper on "F" deck between frames Nos. 190 and 191; 2½ inch lead pipe cemented over. Cement to be cleared away, scupper grating and screw-down scupper valve to be installed.

One (1) waste pipe on "G" deck between frames Nos. 190 and 191; 2 inch lead pipe blanked off.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: The above scupper is apparently athwartship and appears to join No. 24 Port Scupper between frames Nos. 190 and 191 on "F" deck and also joins No. 23 Starboard Scupper between frames Nos. 190 and 191 on "E" deck.

#### No. 25 Scupper

Leads from "G" deck between frames Nos. 193 and 194 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 191 and 192. Main discharge 2½ inch lead pipe.

Three (3) scuppers on "G" deck between frames Nos. 192 and 193, in Turkish Bath room; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 192 and 193, in passageway to Turkish Bath; 2 inch lead pipe in fair condition.

One (1) waste pipe on "G" deck between frames Nos. 193 and 194, in Turkish Bath room; 2 inch lead pipe in fair condition.

One (1) waste pipe on "G" deck between frames Nos. 185 and 186, in passageway; 2 inch lead pipe in fair condition.

One (1) scupper on "G" deck between frames Nos. 184 and 185, in passageway; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Two (2) scuppers on "G" deck between frames Nos. 183 and 184,



in passageway; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 183 and 184, in passageway; 2 inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: The above scupper is athwartship and joins No. 25 Port Scupper between frames Nos. 192 and 193 on "H" deck.

#### No. 26 Scupper

Leads from over "A" deck between frames Nos. 191 and 192 and discharges through ship's side on "J" deck between frames Nos. 192 and 193 (no clapper valve). Main discharge 3 inch W. I. pipe.

One (1) scupper over "A" deck between frames Nos. 191 and 192; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

One (1) scupper on "B" deck between frames Nos. 192 and 193; 3 inch W. I. pipe in fair condition; scupper grating in fair condition.

One (1) scupper on "B" deck between frames Nos. 191 and 192; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 192 and 193 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 27 Scupper

Leads from "C" deck between frames Nos. 193 and 194 and discharges through ship's side on "H" deck between frames Nos. 193 and 194 (no clapper valve). Main discharge 5 inch W. I. pipe.

One (1) scupper on "C" deck from receptacle of expansion joint; 5 inch W. I. pipe in fair condition; between frames Nos. 193 and 194.

Clapper valve to be installed on ship's side on "H" deck between frames Nos. 193 and 194 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 28 Scupper

Leads from "A" deck between frames Nos. 193 and 194 and discharges through ship's side on "J" deck between frames Nos. 194 and 195 (no clapper valve). Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 193 and 194; 3 inch W. I. pipe in fair condition; scupper grating in fair condition.

One (1) scupper on "B" deck between frames Nos. 194 and 195; 3 inch W. I. pipe in fair condition; scupper grating in fair condition.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 194 and 195 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 29 Scupper

Leads from "C" deck between frames Nos. 193 and 194 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 194 and 195. Main discharge 4 inch lead pipe.

One (1) scupper on "C" deck between frames Nos. 193 and 194; in passageway; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "D" deck between frames Nos. 193 and 194, in passageway; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "D" deck between frames Nos. 193 and 194, from sink in passageway; 2½ inch lead pipe in fair condition.

Two (2) scuppers on "E" deck between frames Nos. 193 and 194; 2½ inch lead pipe in fair condition; scupper gratings to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 30 Scupper

Leads from "A" deck between frames Nos. 198 and 199 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 195 and 196. Main discharges 4 inch lead pipe.

One (1) scupper on "A" deck between frames Nos. 198 and 199; 3 inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "A" deck between frames Nos. 198 and 199; 1½ inch lead pipe in fair condition.

One (1) scupper on "B" deck between frames Nos. 198 and 199; 3 inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "B" deck between frames Nos. 199 and 200; 1¼ inch lead pipe blanked off.

One (1) waste pipe on "B" deck between frames Nos. 199 and 200; 3 inch lead pipe blanked off.

One (1) waste pipe on "B" deck between frames Nos. 202 and 203; 2 inch lead pipe blanked off.

One (1) scupper on "B" deck between frames Nos. 202 and 203; 2 inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "C" deck between frames Nos. 200 and 201, in bath room H-1; 3 inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "C" deck between frames Nos. 200 and 201, from wash basin in bath room H-1; 1½ inch lead pipe in fair condition.

One (1) waste pipe between frames Nos. 199 and 200, from bath room H-1; 2 inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 194 and 195, from wash basin in room C-137; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 197 and 198, from wash basins in room C-139; 1¼ inch lead pipe in fair condition.

One (1) waste pipe between frames Nos. 199 and 200, from slop sink in Gent's Toilet on "C" deck; 2½ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 200 and 201, from wash basin in Gent's Toilet; 2 inch lead pipe in fair condition.

One (1) scupper on "C" deck between frames Nos. 200 and 201, in Gent's Toilet; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "D" deck between frames Nos. 198 and 199, in bath room of D-2; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "D" deck between frames Nos. 198 and 199, from bath room of D-2; 2½ inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 198 and 199, in bath room of D-1; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "D" deck between frames Nos. 198 and 199, in bath room D-1; 2½ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 200 and 201, from Wash Room of Ladies' Toilet; 2½ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 200 and 201, from sink in ladies' toilet; 2½ inch lead pipe in fair condition.

Two (2) scuppers on "D" deck between frames Nos. 201 and 202, in Ladies' Toilet; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "D" deck between frames Nos. 196 and 197, from wash basins in room D-1; 2 inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 196 and 197, from room D-2; 1½ inch lead pipe blanked off.

One (1) waste pipe on "D" deck between frames Nos. 194 and 195, from wash basins in room D-231; 1½ inch lead pipe in fair condition.

Two (2) scuppers on "E" deck between frames Nos. 197 and 198; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "E" deck between frames Nos. 198 and 199; 2½ inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes on "E" deck between frames Nos. 197 and 198; 2 inch lead pipe blanked off.

One (1) waste pipe on "E" deck between frames Nos. 197 and 198; 1½ inch lead pipe blanked off.

One (1) waste pipe on "E" deck between frames Nos. 198 and 199; 2 inch lead pipe blanked off.

One (1) waste pipe on "E" deck between frames Nos. 200 and 201; 1½ inch lead pipe blanked off.

One (1) scupper on "F" deck between frames Nos. 197 and 198, in wash room; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "F" deck between frames Nos. 197 and 198, in wash room; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "F" deck between frames Nos. 198 and 199, in wash room; 2 inch lead pipe blanked off.

One (1) waste pipe on "F" deck between frames Nos. 198 and 199; 1½ inch lead pipe blanked off.

One (1) scupper on "F" deck between frames Nos. 198 and 199, in wash room; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: The above scupper is athwartship and joins No. 31 Port Scupper between frames Nos. 198 and 199 on "E" deck and also joins No. 31 Port Scupper between frames Nos. 197 and 198 on "G" deck.

#### No. 31 Scupper

Leads from "C" deck between frames Nos. 198 and 199 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 198 and 199. Main discharge 2½ inch lead pipe.

One (1) scupper on "C" deck between frames Nos. 198 and 199, in bath room C-149; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "C" deck between frames Nos. 197 and 198, from wash basins in room C-149; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 196 and 197, from wash basins, room C-149; 1¼ inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 198 and 199,

in bath room D-257; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "D" deck between frames Nos. 197 and 198, from wash basins in room D-257; 1¼ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 196 and 197, from wash basins room D-257; 1¼ inch lead pipe in fair condition.

One (1) scupper on "E" deck between frames Nos. 198 and 199; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "E" deck between frames Nos. 198 and 199; 1¼ inch lead pipe blanked off.

One (1) scupper on "F" deck between frames Nos. 198 and 199; 2½ inch lead pipe cemented over. Cement to be cleared away, scupper grating and screw-down scupper valve to be installed.

One (1) scupper on "G" deck between frames Nos. 194 and 195, in passageway; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 195 and 196, in Turkish bath room; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Two (2) scuppers on "G" deck between frames Nos. 198 and 199, in Turkish bath room; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 198 and 199, from Foot Bath; 1¼ inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

NOTE: The above scupper is athwartship and joins No. 32 Port Scupper between frames Nos. 198 and 199 on "H" deck.

#### No. 32 Scupper.

Leads from "A" deck between frames Nos. 173 and 174 and discharges into scupper channel on "B" deck between frames Nos. 173 and 174. Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 173 and 174; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 33 Scupper

Leads from "A" deck between frames Nos. 192 and 193 and discharges on "B" deck between frames Nos. 192 and 193. Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 192 and 193; 3 inch W. I. pipe in fair condition; scupper grating to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 34 Scupper

Leads from over "A" deck between frames Nos. 194 and 195 and discharges on "B" deck between frames Nos. 194 and 195. Main discharge 3 inch W. I. pipe.

One (1) scupper over "A" deck between frames Nos. 194 and 195; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "A" deck between frames Nos. 194 and 195; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 35 Scupper

Leads from over "A" deck between frames Nos. 194 and 195 and discharges on "A" deck between frames Nos. 194 and 195. Main discharge 2 inch W. I. pipe.

One (1) scupper over "A" deck between frames Nos. 194 and 195; 2 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 36 Scupper

Leads from "H" deck between frames Nos. 169 and 170 and discharges into bilges. Main discharge 2½ inch W. I. pipe.

One (1) scupper on "H" deck between frames Nos. 169 and 170; 2½ inch W. I. pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 37 Scupper

Leads from "H" deck between frames Nos. 177 and 178 and discharges into bilges. Main discharge 2½ inch W. I. pipe.

One (1) scupper on "H" deck between frames Nos. 177 and 178; 2½ inch W. I. pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 38 Scupper

Leads from "H" deck on Port Side between frames Nos. 169 and 170 and discharges into bilges. Main discharge 2½ inch W. I. pipe.

One (1) scupper on "H" deck (Port Side) between frames Nos. 169 and 170; 2½ inch W. I. pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

**No. 39 Scupper**

Leads from "H" deck (Port Side) between frames Nos. 177 and 178 and discharges into bilges; 2½ inch W. I. pipe main discharge.

One (1) scupper on "H" deck (Port Side) between frames Nos. 177 and 178; 2½ inch W. I. pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

**SECTION 12****SCUPPERS PORT SIDE BETWEEN STEM AND FRAME****"A" to 174****No. 1 Scupper**

Leads from "D" deck between frames "A" and "B" and discharges through one (1) clapper valve on ship's side on "J" deck between frames "A" and "B." Main discharge 2½ inch lead pipe.

One (1) scupper on "D" deck, from bath room, between frames "A" and "B"; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe, from bath room, between frames "A" and "B"; 1½ inch lead pipe in fair condition.

One (1) scupper on "E" deck, from toilet, between frames "A" and "B"; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "E" deck, from wash basin, between frames "A" and "B"; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "E" deck, from wash basin, between frames "A" and "B"; 1½ inch lead pipe in fair condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

**No. 2 Scupper**

Leads from "B" deck between frames "A" and "B" and discharges on "C" deck between frames "A" and "B." Main discharge 3 inch W. I. pipe.

One (1) scupper on "B" deck between frames "A" and "B"; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

**No. 3 Scupper**

Leads from over "A" deck between frames "A" and "B" and discharges on "B" deck between frames "A" and "B." Main discharge 3 inch W. I. pipe.

One (1) scupper over "A" deck between frames "A" and "B"; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "A" deck between frames "A" and "B"; 3 inch W. I. pipe in fair condition; scupper grating to be repaired or renewed if necessary.

Piping to be cleaned out, tested and made thoroughly watertight.

**No. 4 Scupper**

Leads from "A" deck apparently, between frames Nos. 160 and 161 and discharges through one (1) clapper valve on ship's side on "J" deck, between frames Nos. 158 and 159. Main discharge 2½ inch lead pipe.

One (1) waste pipe from Isolation Ward, between frames Nos. 160 and 161. "A" deck; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "B" deck from bath room between frames Nos. 158 and 159; 2 inch lead pipe in fair condition.

One (1) waste pipe on "D" deck from wash basins between frames Nos. 159 and 160; 1½ inch lead pipe in fair condition.

One (1) scupper on "E" deck, from shower bath, between frames Nos. 158 and 159; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "E" deck, from shower bath, between frames Nos. 158 and 159; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "F" deck between frames Nos. 158 and 159, at gangway; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

**No. 5 Scupper**

Leads from "E" deck between frames Nos. 160 and 161 and discharges through one (1) clapper valve on ship's side on "H" deck between frames Nos. 160 and 161. Main discharge 2½ inch lead pipe.

One (1) scupper on "E" deck between frames Nos. 160 and 161; 2 inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe, on "E" deck, from wash basin, between frames Nos. 160 and 161; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "E" deck, from wash basin, between frames Nos. 160 and 161; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "E" deck, at ship's side, between frames Nos. 160 and 161; 1½ inch lead pipe blanked off.

One (1) scupper on "F" deck between frames Nos. 160 and 161,

at gangway; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 6 Scupper

Leads from "D" deck between frames Nos. 162 and 163 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 162 and 163. Main discharge 2½ inch lead pipe.

One (1) scupper on "D" deck in bathroom, between frames Nos. 162 and 163; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "D" deck, from bathroom, between frames Nos. 162 and 163; 2 inch lead pipe in fair condition.

One (1) waste pipe on "D" deck, from bath room, between frames Nos. 163 and 164; 2 inch lead pipe in fair condition.

One (1) waste pipe, on "D" deck, from wash basin, between frames Nos. 164 and 165; 1½ inch lead pipe in fair condition.

One (1) scupper on "E" deck, in toilet, between frames Nos. 162 and 163; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "E" deck, from toilet, between frames Nos. 163 and 164; 2½ inch lead pipe blanked off.

One (1) waste pipe on "E" deck, from toilet, between frames Nos. 165 and 166; 2 inch lead pipe blanked off.

One (1) scupper on "G" deck, between frames Nos. 162 and 163; 2½ inch lead pipe in fair condition; scupper cemented over. Cement to be cleared away, scupper grating and screw-down scupper valve to be repaired or renewed if necessary.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 7 Scupper

Leads from "D" deck between frames Nos. 164 and 165 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 164 and 165. Main discharge 2½ inch lead pipe.

One (1) waste pipe on "D" deck from wash basin, between frames Nos. 164 and 165; 1½ inch lead pipe in fair condition.

One (1) waste pipe or scupper on "F" deck between frames Nos. 164 and 165, cemented over. Cement to be cleared away, new scupper grating and screw-down scupper valve to be supplied and installed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 8 Scupper

Leads from "E" deck between frames Nos. 166 and 167 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 166 and 167. Main discharge 3 inch lead pipe in bad condition.

One (1) scupper on "E" deck, from toilet, between frames Nos. 167 and 168; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "E" deck, from toilet between frames Nos. 166 and 167; pipe is blanked off.

One (1) waste pipe on "E" deck between frames Nos. 168 and 169; 1 inch lead pipe and 1 inch iron pipe open end.

Two (2) waste pipes on "F" deck between frames Nos. 166 and 167; 2½ inch lead pipe, open ends.

One (1) waste pipe on "F" deck, from storeroom, between frames Nos. 166 and 167; 2½ inch lead pipe in fair condition.

One (1) scupper on "F" deck between frames Nos. 166 and 167; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "F" deck, in alleyway, between frames Nos. 167 and 168; 2½ inch lead pipe blanked off.

Two (2) scuppers on "G" deck between frames Nos. 163 and 164; apparently from alleyway; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) scupper on "G" deck between frames Nos. 165 and 166, in switchroom, cemented over. Cement to be cleared away, scupper grating and screw-down scupper valve to be renewed.

Three (3) waste pipes on "G" deck, in firemen's wash room between frames Nos. 163 and 164; pipes blanked off.

One (1) scupper on "G" deck, in firemen's wash room between frames Nos. 163 and 164; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck, in alleyway, between frames Nos. 163 and 164; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Two (2) scuppers on "G" deck, in firemen's wash room, between frames Nos. 160 and 161; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) waste pipe on "G" deck, in firemen's wash room, between frames Nos. 160 and 161; pipe blanked off.

NOTE: The above scupper is an athwartship scupper and joins No. 8 Starboard Scupper on "H" deck.



Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 9 Scupper

Leads from "F" deck between frames Nos. 169 and 170 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 168 and 169. Main discharge 3 inch lead pipe.

One (1) waste pipe (apparently) on "F" deck between frames Nos. 169 and 170; 2½ inch lead pipe in bad condition. This pipe is now open-ended.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 10 Scupper

Leads from "D" deck between frames Nos. 169 and 170 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 169 and 170. Main discharge 3 inch lead pipe.

One (1) scupper on "D" deck, in alleyway, between frames Nos. 169 and 170; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "D" deck, from sink and alleyway, between frames Nos. 169 and 170; 2½ inch lead pipe in fair condition.

Two (2) scuppers on "E" deck between frames Nos. 168 and 169; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "E" deck, in washroom, between frames Nos. 169 and 170; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "E" deck, in wash room, between frames Nos. 169 and 170; pipe blanked off.

NOTE: The above scupper apparently leads between frames Nos. 168 and 169 and Nos. 169 and 170 on "F" and "G" decks or leads through Rolling Tanks.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 11 Scupper

Leads from channel around skylight casing over "A" deck between frames Nos. 167 and 168 and discharges on "A" deck between frames Nos. 167 and 168. Main discharge 2 inch W. I. pipe.

One (1) scupper over "A" deck between frames Nos. 167 and 168; 2 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 12 Scupper

Leads from over "A" deck between frames Nos. 168 and 169 and

discharges on "B" deck between frames Nos. 168 and 169. Main discharge 3 inch W. I. pipe.

One (1) scupper over "A" deck between frames Nos. 168 and 169; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 13 Scupper

Leads from "A" deck between frames Nos. 174 and 175 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 173 and 174. Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 174 and 175; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "B" deck between frames Nos. 174 and 175; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Two (2) scuppers on "C" deck between frames Nos. 173 and 174; 3 inch W. I. pipe in fair condition; scupper gratings in good condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 14 Scupper

Leads from "C" deck between frames Nos. 173 and 174 and discharges through ship's side on "J" deck between frames Nos. 173 and 174 (no clapper valve). Main discharge 3 inch W. I. pipe.

Two (2) scuppers on "C" deck from scupper channel between frames Nos. 173 and 174; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

One (1) scupper on "F" deck apparently between frames Nos. 173 and 174; 3 inch W. I. pipe in fair condition; scupper grating and screw down scupper valve to be renewed.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 173 and 174 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 15 Scupper

Leads from "B" deck between frames Nos. 173 and 174 and discharges on "C" deck between frames Nos. 173 and 174. Main discharge 3 inch W. I. pipe.

One (1) scupper on "B" deck between frames Nos. 173 and 174; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

## SECTION 13

SCUPPERS STARBOARD SIDE BETWEEN STEM AND  
FRAME "A" to 174

## No. 1 Scupper

Leads from "D" deck between frames "A" and "B" and discharges through one (1) clapper valve on ship's side on "J" deck between frames "A" and "B". Main discharge 3 inch lead pipe.

One (1) scupper on "D" deck between frames "A" and "B" in Bath room D-277; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "D" deck between frames "A" and "B" in room D-277; 1½ inch lead pipe in fair condition.

One (1) scupper on "E" deck between frames "A" and "B," in present toilet room No. 491; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "E" deck between frames "A" and "B," in present washroom No. 491; 1½ inch lead pipe in fair condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

## No. 2 Scupper

Leads from "B" deck between frames "A" and "B" and discharges on "C" deck between frames "A" and "B." Main discharge 3 inch W. I. pipe.

One (1) scupper on "B" deck between frames "A" and "B"; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

## No. 3 Scupper

Leads from over "A" deck between frames "A" and "B" and discharges on "B" deck between frames "A" and "B." 3 inch W. I. pipe in apparently fair condition. Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames "A" and "B"; 3 inch W. I. pipe in apparently fair condition; scupper grating to be repaired or renewed.

One (1) scupper over "A" deck between frames "A" and "B"; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

## No. 4 Scupper

Leads from "D" deck (apparently) between frames Nos. 158 and 159 and discharges through one (1) clapper valve on Ship's side on

"J" deck between frames Nos. 158 and 159. Main discharge 2½ inch lead pipe.

One (1) waste pipe between frames Nos. 158 and 159, bathroom D-277; 1½ inch lead pipe in fair condition.

One (1) waste pipe between frames Nos. 159 and 160; apparently from wash basin, room No. 279; 1½ inch lead pipe blanked off.

One (1) scupper on "E" deck between frames Nos. 158 and 159, in bathroom; 2½ inch lead pipe in fair condition; scupper grating in fair condition.

One (1) scupper on "F" deck between frames Nos. 158 and 159, at Gangway, 2½ inch lead pipe in fair condition; scupper grating in fair condition

Valve and piping to be cleaned out, tested and made thoroughly watertight.

## No. 5 Scupper

Leads from "E" deck between frames Nos. 160 and 161 and discharges through two (2) clapper valves on ship's side on "H" deck between frames Nos. 160 and 161. Main discharge 2½ inch lead pipe.

One (1) scupper on "E" deck between frames Nos. 160 and 161; 2 inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "E" deck between frames Nos. 160 and 161; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "E" deck, Room No. 41 between frames Nos. 160 and 161; 1½ inch lead pipe in fair condition.

One (1) scupper on "F" deck between frames Nos. 160 and 161, at Gangway; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 160 and 161; scupper blanked off.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

## No. 6 Scupper

Leads from "D" deck between frames Nos. 162 and 163 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 162 and 163. Main discharge 2½ inch lead pipe.

One (1) scupper on "D" deck between frames Nos. 162 and 163, in bathroom No. 275; 2 inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe between frames No. 163 and 164 on "D" deck, in bathroom No. 275; 2 inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 164 and 165, from wash basin, room No. 275; 2 inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 164 and 165, from wash basin, room No. 277; 1½ inch lead pipe in fair condition.

One (1) scupper on "E" deck between frames Nos. 162 and 163, in wash room; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "E" deck between frames Nos. 163 and 164, in wash room, blanked off.

One (1) waste pipe on "E" deck between frames Nos. 165 and 166, in wash room, blanked off.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 7 Scupper

Leads from "F" deck between frames Nos. 164 and 165 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 163 and 164. Main discharge 3 inch lead pipe.

One (1) waste or scupper on "F" deck between frames Nos. 164 and 165, apparently 20 feet inboard; scupper cemented over; cement to be cleared away, scupper grating and screwdown scupper valve to be removed.

"F" deck between frames Nos. 164 and 165, main lead blanked off.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 8 Scupper

Leads from "E" deck between frames Nos. 166 and 167 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 166 and 167. Main discharge 3 inch lead pipe in poor condition.

One (1) scupper on "E" deck between frames Nos. 166 and 167; 2½ inch lead pipe in fair condition; scupper grating in fair condition.

One (1) waste pipe on "E" deck between frames Nos. 166 and 167; in bath room; 2 inch lead pipe blanked off.

One (1) scupper on "F" deck between frames Nos. 165 and 166; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "F" deck between frames Nos. 165 and 166; 2½ inch lead pipe in poor condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "F" deck between frames Nos. 166 and 167; 1½ inch lead pipe in poor condition. Cemented over. Cement to be removed.

One (1) waste pipe on "F" deck between frames Nos. 167 and 168;

1½ inch lead pipe in poor condition, cemented over. Cement to be removed.

One (1) scupper on "G" deck between frames Nos. 160 and 161, blanked off.

One (1) waste pipe between frames Nos. 160 and 161 on "G" deck, Crew's Quarters, blanked off.

NOTE: If the above are used for scuppers, scupper gratings and screw-down scupper valves shall be supplied.

No. 6 Scupper is an athwartship scupper and joins No. 6 Port Scupper on "H" deck between frames Nos. 163 and 164, and also Nos. 160 and 161.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 9 Scupper

Leads from "F" deck between frames Nos. 169 and 170 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 168 and 169. Main discharge 2½ inch lead pipe in fair condition.

One (1) scupper on "F" deck between frames Nos. 169 and 170; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "F" deck between frames Nos. 169 and 170; 1½ inch lead pipe reduced to 1 inch iron pipe.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 10 Scupper

Leads from "D" deck between frames Nos. 169 and 170 and discharges through two (2) clapper valves on "J" deck between frames Nos. 169 and 170. Main discharge 3 inch lead pipe.

One (1) scupper on "D" deck between frames No. 169 and 170; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "D" deck between frames Nos. 169 and 170; from sink; 1½ inch lead pipe in fair condition.

One (1) scupper on "E" deck between frames Nos. 168 and 169; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "E" deck between frames Nos. 168 and 169, cemented over. Cement to be removed.

One (1) scupper on "E" deck between frames Nos. 169 and 170; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "E" deck between frames Nos. 169 and 170; in wash room, blanked off.

NOTE: The above scupper apparently leads between frames Nos. 169 and 170 and frames Nos. 168 and 169 on "F" and "G" decks or leads through Rolling Tanks.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 11 Scupper

Leads from scupper channel around skylight casing over "A" deck between frames Nos. 167 and 168 and discharges on "A" deck between frames Nos. 167 and 168. Main discharge 2 inch W. I. pipe.

One (1) scupper over "A" deck between frames Nos. 167 and 168; 2 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 12 Scupper

Leads from over "A" deck between frames Nos. 168 and 169 and discharges on "B" deck between frames Nos. 168 and 169. Main discharge 3 inch W. I. pipe.

One (1) scupper over "A" deck between frames Nos. 168 and 169; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 13 Scupper

Leads from "A" deck between frames Nos. 174 and 175 and discharges through ship's side on "J" deck between frames Nos. 173 and 174. Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 174 and 175; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "B" deck between frames Nos. 174 and 175; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Two (2) scuppers on "C" deck between frames Nos. 173 and 174; 3 inch W. I. pipe in fair condition; scupper gratings in good condition.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 173 and 174 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 14 Scupper

Leads from "F" deck between frames Nos. 173 and 174 and discharges through ship's side on "J" deck through one (1) clapper valve between frames Nos. 173 and 174. Main discharge 3 inch lead pipe.

One (1) scupper on "F" deck between frames Nos. 173 and 174; cemented over. Cement to be cleared away, scupper grating and screw-down scupper valve to be renewed; 3 inch lead pipe in fair condition.

One (1) scupper on "F" deck apparently between frames Nos. 173 and 174; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 15 Scupper

Leads from "B" deck between frames Nos. 173 and 174 and discharges on "C" deck between frames Nos. 173 and 174. Main discharge 3 inch W. I. pipe.

One (1) scupper on "B" deck between frames Nos. 173 and 174; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

### SECTION 14

#### SCUPPERS PORT SIDE BETWEEN STEM AND FRAMES

##### Nos. 126 to "A"

#### No. 1 Scupper

Leads from over "A" deck between frames "A" and frame No. 157 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 155 and 156. Main discharge 3½ inch W. I. pipe.

One (1) scupper on "A" deck between frames "A" and No. 157; 3½ inch W. I. pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "B" deck between frames "A" and No. 157; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Two (2) scuppers on "C" deck between frames "A" and No. 157; 3 inch W. I. pipe in fair condition; scupper gratings to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 2 Scupper

Leads from "A" deck between frames Nos. 156 and 157 and discharges on "B" deck between frames Nos. 156 and 157. Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 156 and 157; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 3 Scupper

Leads from "B" deck between frames Nos. 156 and 157 and discharges on "C" deck between frames Nos. 156 and 157. Main discharge 3 inch W. I. pipe.

One (1) scupper on "B" deck between frames Nos. 156 and 157; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

**No. 4 Scupper**

Leads from "B" deck between frames Nos. 154 and 155 and discharges through ship's side on "J" deck between frames Nos. 154 and 155, through two (2) clapper valves. Main discharge 3 inch lead pipe.

One (1) waste pipe on "B" deck between frames Nos. 154 and 155; 2 inch lead pipe in good condition.

Two (2) scuppers on "C" deck between frames Nos. 152 and 153; 2½ inch lead pipe in good condition; scupper gratings in good condition.

One (1) scupper on "C" deck between frames Nos. 151 and 152; 2½ inch lead pipe in good condition; scupper grating in good condition.

Two (2) waste pipes on "C" deck between frames Nos. 152 and 153; 2 inch lead pipe in good condition.

One (1) waste pipe on "C" deck between frames Nos. 151 and 152; 2 inch lead pipe in good condition.

One (1) waste pipe on "C" deck between frames Nos. 150 and 151; 2 inch lead pipe in good condition.

One (1) waste pipe on "C" deck between frames Nos. 149 and 150; 2 inch lead pipe in good condition.

Two (2) waste pipes on "D" deck between frames Nos. 151 and 152; 2 inch lead pipe in good condition.

One (1) scupper on "D" deck between frames Nos. 153 and 154; 2½ inch lead pipe in good condition; scupper grating in good condition.

One (1) scupper on "D" deck between frames Nos. 151 and 152; 2½ inch lead pipe in good condition; scupper grating in good condition.

One (1) scupper on "E" deck between frames Nos. 151 and 152; 2½ inch lead pipe in good condition; scupper grating in good condition.

One (1) waste pipe on "E" deck between frames Nos. 151 and 152; 1¼ inch lead pipe in good condition.

One (1) scupper on "G" deck between frames Nos. 154 and 155; 2½ inch lead pipe in good condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 156 and 157; 2½ inch lead pipe in good condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 5 Scupper**

Leads from "D" deck between frames Nos. 147 and 148 and discharges through ship's side on "J" deck between frames Nos. 145 and 146. Main discharge 2½ inch lead pipe.

One (1) waste pipe on "D" deck between frames Nos. 147 and 148; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 148 and 149; 2 inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 148 and 149; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "E" deck between frames Nos. 148 and 149; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "G" deck between frames Nos. 146 and 147; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 6 Scupper**

Leads from "E" deck between frames Nos. 149 and 150; and discharges through two (2) clapper valves on ship's side on "H" deck, between frames Nos. 150 and 151. Main discharge 3 inch lead pipe.

One (1) scupper on "E" deck between frames Nos. 149 and 150; 3 inch lead pipe in fair condition; scupper grating in good condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 7 Scupper**

Leads from "E" deck between frames Nos. 150 and 151 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 150 and 151. Main discharge 2½ inch lead pipe.

One (1) waste pipe on "E" deck between frames Nos. 150 and 151; 1½ inch lead pipe in fair condition.

One (1) scupper on "F" deck between frames Nos. 150 and 151; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

**No. 8 Scupper**

Leads from "D" deck between frames Nos. 143 and 144 and discharges through two (2) clapper valves on ship's side on "J" deck, between frames Nos. 145 and 146. Main discharge 3 inch lead pipe.

One (1) scupper on "D" deck between frames Nos. 145 and 146; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "D" deck between frames Nos. 146 and 145; 2 inch lead pipe in fair condition.

One (1) scupper on "E" deck between frames Nos. 143 and 144; 2½ inch lead pipe in fair condition; scupper grating to be renewed.



Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 9 Scupper

Leads from over "A" deck between frames Nos. 147 and 148 and discharges on "B" deck between frames Nos. 147 and 148. Main discharge 3 inch W. I. pipe.

One (1) scupper over "A" deck between frames Nos. 147 and 148; 3 inch W. I. pipe in poor condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 10 Scupper

Leads from "C" deck between frames Nos. 141 and 142 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 141 and 142. Main discharge 3 inch lead pipe.

One (1) scupper on "C" deck between frames Nos. 141 and 142; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "C" deck between frames Nos. 140 and 141; 2½ inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes on "C" deck between frames Nos. 141 and 142; 1½ inch lead pipe in fair condition.

Three (3) waste pipes on "D" deck between frames Nos. 141 and 142; 1½ inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 141 and 142; 2½ inch lead pipe in fair condition; scupper grating in good condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 11 Scupper

Leads from "A" deck between frames Nos. 133 and 134 and discharges on "B" deck between frames Nos. 133 and 134. Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 133 and 134; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 12 Scupper

Leads from "A" deck between frames Nos. 133 and 134 and discharges on "C" deck between frames Nos. 133 and 134. Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 131 and 132; 2½ inch W. I. pipe in fair condition; scupper grating in good condition.

One (1) scupper on "B" deck between frames Nos. 132 and 133;

2½ inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 13 Scupper

Leads from "B" deck between frames Nos. 132 and 133 and discharges on "C" deck between frames Nos. 132 and 133. Main discharge 3 inch W. I. pipe.

One (1) scupper on "B" deck between frames Nos. 132 and 133; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 14 Scupper

Leads from "C" deck between frames Nos. 133 and 134 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 133 and 134. Main discharges 3 inch W. I. pipe.

One (1) scupper on "C" deck between frames Nos. 133 and 134; 3 inch W. I. pipe in good condition; scupper grating in good condition.

One (1) scupper on "D" deck between frames Nos. 133 and 134; 3 inch W. I. pipe in good condition; scupper grating in good condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 15 Scupper

Leads from "D" deck between frames Nos. 133 and 134 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 133 and 134. Main discharge 3 inch lead pipe.

Three (3) waste pipes on "D" deck between frames Nos. 133 and 134; 2 inch lead pipe in fair condition.

Two (2) scuppers on "F" deck between frames Nos. 135 and 136; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 16 Scupper

Leads from "D" deck between frames Nos. 130 and 131 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 130 and 131. A main discharge 3 inch lead pipe.

One (1) waste pipe on "D" deck between frames Nos. 132 and 133; 1½ inch lead pipe in fair condition.

Two (2) scuppers on "E" deck between frames Nos. 130 and 131; 2½ inch lead pipe in fair condition; scupper gratings in good condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 17 Scupper

Leads from "G" deck between frames Nos. 130 and 131 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 130 and 131. Main discharge 3½ inch lead pipe.

Two (2) scuppers on "G" deck between frames Nos. 130 and 131; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 18 Scupper

Leads from "C" deck between frames Nos. 126 and 127 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 126 and 127. Main discharge 2½ inch lead pipe.

One (1) waste pipe on "D" deck between frames Nos. 126 and 127; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 128 and 129; 1½ inch lead pipe in fair condition.

One (1) scupper on "F" deck between frames Nos. 125 and 126; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

### SECTION 15

#### SCUPPERS STARBOARD SIDE BETWEEN STEM AND

##### FRAMES No. 126 to "A"

#### No. 1 Scupper

Leads over "A" deck between frames "A" and No. 157 and discharges apparently through ship's side on "J" deck. Impossible to see discharge at the present time owing to bunker being filled with coal.

One (1) scupper over "A" deck between frames "A" and No. 157; 3 inch W. I. pipe in poor condition; scupper grating to be renewed.

One (1) scupper on "B" deck between frames "A" and No. 157; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

One (1) scupper on "C" deck between frames "A" and No. 157; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 2 Scupper

Leads from "B" deck between frames "A" and No. 157 and discharges on "C" deck between frames "A" and No. 157. Main discharge 3 inch W. I. pipe.

One (1) scupper on "B" deck between frames "A" and No. 157; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 3 Scupper

Leads from "A" deck between frames Nos. 156 and 157 and discharges on "B" deck between frames Nos. 156 and 157. Main discharge 2½ inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 156 and 157; 2½ inch W. I. pipe in good condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 4 Scupper

Leads from "D" deck between frames Nos. 151 and 152 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 150 and 151. Main discharge 3 inch lead pipe.

One (1) scupper on "D" deck between frames Nos. 151 and 152; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "D" deck between frames Nos. 152 and 153; 2 inch lead pipe in good condition.

One (1) waste pipe on "D" deck between frames Nos. 152 and 153; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "E" deck between frames Nos. 150 and 151; 2 inch lead pipe in fair condition.

One (1) waste pipe on "E" deck between frames Nos. 151 and 152; 2 inch lead pipe in fair condition.

One (1) scupper on "E" deck between frames Nos. 149 and 150; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "E" deck between frames Nos. 149 and 150; 2 inch lead pipe in fair condition.

One (1) scupper on "F" deck between frames Nos. 150 and 151; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 150 and 151; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 147 and 148; 2½ inch lead pipe in fair condition; scupper grating and crew-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 152 and 153; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 5 Scupper

Leads from "C" deck between frames Nos. 154 and 155 and discharges through one (1) clapper valve on ship's side on "H" deck between frames Nos. 154 and 155. Main discharge 3 inch lead pipe;— 6 inch at outlet.

One (1) scupper on "C" deck between frames Nos. 150 and 151; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "C" deck between frames Nos. 150 and 151; 2 inch lead pipe in fair condition.

Two (2) waste pipes on "C" deck between frames Nos. 151 and 152; 2 inch lead pipe in fair condition.

One (1) scupper on "C" deck between frames Nos. 149 and 150; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "C" deck between frames Nos. 149 and 150; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "C" deck between frames Nos. 148 and 149; 2 inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 147 and 148; 2 inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 148 and 149; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "D" deck between frames Nos. 150 and 151; 2½ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 152 and 153; 2 inch lead pipe in fair condition.

One (1) waste pipe on "E" deck between frames Nos. 148 and 149; 2 inch lead pipe in fair condition.

One (1) scupper on "E" deck between frames Nos. 148 and 149; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "E" deck between frames Nos. 149 and 150; 2 inch lead pipe in fair condition.

One (1) scupper on "E" deck between frames Nos. 152 and 153; 2½ inch lead pipe in fair condition; scupper grating in good condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 6 Scupper

Leads from "D" deck between frames Nos. 145 and 146 and dis-

charges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 145 and 146. Main discharge 3 inch lead pipe.

One (1) scupper on "D" deck between frames Nos. 145 and 146; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "D" deck between frames Nos. 145 and 146; 2½ inch lead pipe in fair condition.

One (1) scupper on "G" deck between frames Nos. 145 and 146; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 142 and 143; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 141 and 142; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Three (3) scuppers on "G" deck between frames Nos. 138 and 139; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Two (2) scuppers on "G" deck between frames Nos. 134 and 135; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) scupper on "G" deck between frames Nos. 130 and 131; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 137 and 138; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

NOTE: The above scupper discharges through ship's side in two (2) places, between frames Nos. 145 and 146 and also between frames Nos. 131 and 132.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 7 Scupper

Leads from "E" deck between frames Nos. 143 and 144 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 143 and 144. Main discharge 3 inch lead pipe.

One (1) scupper on "E" deck between frames Nos. 143 and 144; 3 inch lead pipe in fair condition; scupper grating to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

**No. 8 Scupper**

Leads from over "A" deck between frames Nos. 147 and 148 and discharges on "B" deck between frames Nos. 147 and 148. Main discharge 3 inch W. I. pipe.

One (1) scupper over "A" deck between frames Nos. 147 and 148; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

**No. 9 Scupper**

Leads from "G" deck between frames Nos. 136 and 137 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 136 and 137. Main discharge 3 inch lead pipe.

One (1) scupper on "G" deck between frames Nos. 136 and 137; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 10 Scupper**

Leads from "D" deck between frames Nos. 135 and 136; and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 135 and 136. Main discharge 3 inch lead pipe.

One (1) waste pipe on "D" deck between frames Nos. 135 and 136; 1½ inch lead pipe in fair condition.

Two (2) scuppers on "F" deck between frames Nos. 135 and 136; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

**No. 11 Scupper**

Leads from "B" deck between frames Nos. 133 and 134 and discharges on "C" deck between frames Nos. 133 and 134. Main discharge 3 inch W. I. pipe.

One (1) scupper on "B" deck between frames Nos. 133 and 134; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

**No. 12 Scupper**

Leads from "A" deck between frames Nos. 133 and 134 and discharges on "B" deck between frames Nos. 133 and 134. Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 133 and 134; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

**No. 13 Scupper**

Leads from "B" deck between frames Nos. 132 and 133 and discharges on "C" deck between frames Nos. 132 and 133. Main discharge 3½ inch W. I. pipe.

One (1) scupper on "B" deck between frames Nos. 132 and 133; 3½ inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

**No. 14 Scupper**

Leads from "C" deck between frames Nos. 133 and 134 and discharges through ship's side on "J" deck between frames Nos. 133 and 134 (no clapper valve). Main discharge 3½ inch W. I. pipe.

One (1) scupper on "D" deck between frames Nos. 133 and 134; 2½ inch W. I. pipe in good condition; scupper grating to be renewed.

Two (2) scuppers on "C" deck between frames Nos. 133 and 134; 2½ inch W. I. pipe in good condition; scupper gratings in good condition.

One (1) scupper on "C" deck between frames Nos. 131 and 132; 2½ inch W. I. pipe in good condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

Clapper valve to be installed on ship's side between frames Nos. 133 and 134 to take discharge from above scupper.

**No. 15 Scupper**

Leads from "C" deck between frames Nos. 141 and 142 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 141 and 142. Main discharge 3 inch lead pipe.

Five (5) waste pipes on "C" deck between frames Nos. 141 and 142; 1½ inch lead pipe in fair condition.

One (1) scupper on "C" deck between frames Nos. 141 and 142; 2½ inch lead pipe in fair condition; scupper grating in fair condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

**No. 16 Scupper**

Leads from "C" deck between frames Nos. 132 and 133 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 131 and 132. Main discharge 3 inch lead pipe.

One (1) scupper on "C" deck, in present room C-169; 3 inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "C" deck in present room C-171; 2 inch lead pipe in fair condition.

One (1) waste pipe on "C" deck in present room C-169; 2 inch lead pipe in fair condition.

Two (2) waste pipes on "D" deck between frames Nos. 125 and 127; 2 inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 17 Scupper

Leads from "E" deck between frames Nos. 130 and 131 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 130 and 131. Main discharge 3 inch lead pipe.

Two (2) scuppers on "E" deck between frames Nos. 130 and 131; 3 inch lead pipe in fair condition; scupper gratings in good condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 18 Scupper

Leads from "D" deck between frames Nos. 126 and 127 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 126 and 127. Main discharge 3 inch lead pipe.

Two (2) waste pipes on "D" deck between frames Nos. 126 and 127; 2 inch lead pipe in fair condition.

One (1) scupper on "F" deck between frames Nos. 127 and 128; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) branch cut off on "G" deck between frames Nos. 126 and 127.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

### SECTION 16

#### SCUPPERS PORT SIDE BETWEEN STEM AND FRAMES

##### Nos. 102 and 126

#### No. 70 Scupper

Leads from over "A" deck between frames Nos. 104 and 105; and discharges on "B" deck between frames Nos. 104 and 105. Main discharge 3 inch W. I. pipe.

One (1) scupper over "A" deck between frames Nos. 104 and 105; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 71 Scupper

Leads from "B" deck between frames Nos. 104 and 105 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 94 and 95. Main discharge 4 inch lead pipe.

One (1) scupper on "B" deck between frames Nos. 104 and 105; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "B" deck between frames Nos. 104 and 105; 2 inch lead pipe in fair condition.

One (1) scupper on "C" deck between frames Nos. 104 and 105; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "C" deck between frames Nos. 105 and 106; 2 inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 102 and 103; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "D" deck between frames Nos. 104 and 105; 2½ inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes on "D" deck between frames Nos. 101 and 102; 2 inch lead pipe in fair condition.

Two (2) waste pipes on "D" deck between frames Nos. 104 and 105; 2 inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 106 and 107; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "E" deck between frames Nos. 104 and 105; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "E" deck between frames Nos. 104 and 105; 2 inch lead pipe in fair condition.

One (1) scupper on "E" deck between frames Nos. 102 and 103; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "E" deck between frames Nos. 100 and 101; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "E" deck between frames Nos. 100 and 101; 2 inch lead pipe in fair condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 72 Scupper

Leads from "G" deck between frames Nos. 102 and 103 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 104 and 105. Main discharges 3 inch lead pipe.

Two (2) scuppers on "G" deck between frames Nos. 102 and 103,



2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 73 Scupper

Leads from "C" deck between frames Nos. 109 and 110 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 109 and 110. Main discharge 3 inch lead pipe.

One (1) scupper on "C" deck between frames Nos. 109 and 110; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "C" deck between frames Nos. 110 and 111; 2 inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 109 and 110; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "D" deck between frames Nos. 109 and 110; 2 inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 74 Scupper

Leads from "F" deck between frames Nos. 105 and 106 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 105 and 106. Main discharge 3 inch lead pipe.

Four (4) scuppers on "F" deck between frames Nos. 105 and 106; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 75 Scupper

Leads from "F" deck between frames Nos. 109 and 110 and discharges through one (1) clapper valve on "H" deck between frames Nos. 108 and 109. Main discharge 6 inch lead pipe.

One (1) scupper on "F" deck between frames Nos. 109 and 110; 4 inch lead pipe to be repaired; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "F" deck between frames Nos. 108 and 109; 4 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 76 Scupper

Leads from "A" deck between frames Nos. 109 and 110 and dis-

charges on "B" deck between frames Nos. 109 and 110. Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 109 and 110; 3 inch W. I. pipe in good condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 77 Scupper

Leads from "A" deck between frames Nos. 114 and 115 and discharges on "B" deck between frames Nos. 114 and 115. Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 114 and 115; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 78 Scupper

Leads from "B" deck between frames Nos. 114 and 115 and discharges on "C" deck between frames Nos. 114 and 115. Main discharge 3 inch W. I. pipe.

One (1) scupper on "B" deck between frames Nos. 114 and 115; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 79 Scupper

Leads from "A" deck between frames Nos. 114 and 115 and discharges through ship's side on "J" deck between frames Nos. 114 and 115 (no clapper valve). Main discharge 3½ inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 114 and 115; 2½ inch W. I. pipe in fair condition; scupper grating in good condition.

One (1) scupper on "B" deck between frames Nos. 114 and 115; 2½ inch W. I. pipe in fair condition; scupper grating in good condition.

Two (2) scuppers on "C" deck between frames Nos. 114 and 115; 3 inch W. I. pipe in fair condition; scupper gratings in good condition.

One (1) scupper on "D" deck between frames Nos. 113 and 114; 2½ inch W. I. pipe in fair condition; scupper grating in good condition.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 114 and 115 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 80 Scupper

Leads from "D" deck between frames Nos. 114 and 115 and discharges through trap on "K" deck to bilge between frames Nos. 114 and 115. Main discharge 3 inch lead pipe.

One (1) scupper on "B" deck between frames Nos. 114 and 115; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "D" deck between frames Nos. 114 and 115; 2 inch lead pipe in fair condition.

One (1) scupper on "H" deck between frames Nos. 114 and 115; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 81 Scupper

Leads from "F" deck between frames Nos. 114 and 115 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 114 and 115. Main discharge 2½ inch lead pipe.

One (1) scupper on "F" deck between frames Nos. 112 and 113; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 113 and 114; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 82 Scupper

Leads from "J" deck between frames Nos. 102 and 103 and discharges through trap on "K" deck into bilge between frames Nos. 102 and 103. Main discharge 3 inch lead pipe.

One (1) scupper on "J" deck between frames Nos. 102 and 103; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 83 Scupper

Leads from "J" deck between frames Nos. 110 and 111 and discharges into bilge between frames Nos. 110 and 111. Main discharge 2½ inch lead pipe.

One (1) scupper on "J" deck between frames Nos. 110 and 111; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 84 Scupper

Leads from "C" deck between frames Nos. 119 and 120 and discharges through ship's side on "J" deck between frames Nos. 117 and 118. Main discharge 3 inch lead pipe.

NOTE: Impossible to see discharge on ship's side at present time.

One (1) scupper on "C" deck between frames Nos. 119 and 120;

2½ inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes on "C" deck between frames 119 and 120; 2 inch lead pipe in fair condition.

Two (2) waste pipes on "D" deck between frames Nos. 119 and 120; 2 inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 118 and 119; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "F" deck between frames Nos. 117 and 118; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Three (3) scuppers on "G" deck between frames Nos. 117 and 118; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

### SECTION 17

#### SCUPPERS STARBOARD SIDE BETWEEN STEM AND

##### FRAMES Nos. 102 and 126

#### No. 69 Scupper

Leads from "F" deck between frames Nos. 102 and 103 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 102 and 103. Main discharge 3 inch lead pipe.

One (1) scupper on "F" deck between frames Nos. 102 and 103; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "F" deck between frames Nos. 102 and 103; 2 inch lead pipe in fair condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 70 Scupper

Leads from "B" deck between frames Nos. 104 and 105 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 104 and 105. Main discharge 3 inch lead pipe.

One (1) scupper on "B" deck between frames Nos. 104 and 105; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "C" deck between frames Nos. 104 and 105; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "D" deck between frames Nos. 104 and 105; 2½ inch lead pipe in fair condition; scupper grating in good condition.

Two (2) scuppers on "E" deck between frames Nos. 104 and 105; 2½ inch lead pipe in fair condition; scupper gratings in good condition.

Two (2) scuppers on "E" deck between frames Nos. 103 and 104; 2½ inch lead pipe in fair condition; scupper gratings in good condition.

Three (3) scuppers on "F" deck between frames Nos. 104 and 105; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be removed.

Two (2) waste pipes on "F" deck between frames Nos. 104 and 105; 2 inch lead pipes in fair condition.

One (1) scupper on "G" deck between frames Nos. 105 and 106; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 107 and 108; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 105 and 106; 1¼ inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 71 Scupper

Leads from "D" deck between frames Nos. 105 and 106 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 105 and 106. Main discharge 2½ inch lead pipe.

One (1) waste pipe on "D" deck between frames Nos. 105 and 106; 2 inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 105 and 106; 2½ inch lead pipe in fair condition; scupper grating in good condition.

Two (2) scuppers on "E" deck between frames Nos. 103 and 104; 2½ inch lead pipe in fair condition; scupper gratings in good condition.

One (1) scupper on "E" deck between frames Nos. 106 and 107; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "G" deck between frames Nos. 105 and 106; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 72 Scupper

Leads from "A" deck between frames Nos. 104 and 105 and dis-

charges on "B" deck between frames Nos. 104 and 105. Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 104 and 105; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 73 Scupper

Leads from "D" deck between frames Nos. 105 and 106 and discharges into bilge tank in refrigerator room between frames Nos. 107 and 108. Main discharge 3 inch lead pipe.

One (1) scupper on "D" deck between frames Nos. 105 and 106; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "D" deck between frames Nos. 106 and 107; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "H" deck between frames Nos. 105 and 106; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "H" deck between frames Nos. 106 and 107; 1¼ inch lead pipe in fair condition.

One (1) scupper on "H" deck between frames Nos. 107 and 108; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "H" deck between frames Nos. 107 and 108; 2 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Two (2) scuppers on "H" deck between frames Nos. 106 and 107; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) scupper on "H" deck between frames Nos. 108 and 109; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Two (2) scuppers on "J" deck between frames Nos. 109 and 110; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 74 Scupper

Leads from "C" deck between frames Nos. 109 and 110 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 112 and 113. Main discharge 3 inch lead pipe.

One (1) scupper on "C" deck between frames Nos. 109 and 110; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "D" deck between frames Nos. 109 and 110; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "D" deck between frames Nos. 111 and 112; 1¼ inch lead pipe in fair condition.

One (1) scupper on "G" deck between frames Nos. 112 and 113; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 112 and 113; 2 inch lead pipe in fair condition.

One (1) waste pipe on "G" deck between frames Nos. 111 and 112; 1¼ inch lead pipe in fair condition.

One (1) scupper on "H" deck between frames Nos. 112 and 113; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 75 Scupper

Leads from "F" deck between frames Nos. 108 and 109 and discharges into Garbage chute on "G" deck between frames Nos. 108 and 109—which in turn discharges through ship's side on "J" deck. Main discharge 4 inch lead pipe.

Two (2) scuppers on "F" deck between frames Nos. 108 and 109; 4 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 76 Scupper

Leads from "G" deck between frames Nos. 109 and 110 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 110 and 111. Main discharge 2½ inch lead pipe.

One (1) scupper on "G" deck between frames Nos. 109 and 110; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 77 Scupper

Leads from "B" deck between frames Nos. 112 and 113 and discharges through ship's side on "J" deck between frames Nos. 113 and 114 (no clapper valve). Main discharge 4 inch W. I. pipe.

One (1) scupper on "B" deck between frames Nos. 113 and 114; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Two (2) scuppers on "C" deck between frames Nos. 113 and 114; 3 inch W. I. pipe in fair condition; scupper gratings in good condition.

One (1) scupper on "F" deck between frames Nos. 112 and 113; 3 inch W. I. pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 113 and 114 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 78 Scupper

Leads from "H" deck between frames Nos. 113 and 114 and discharges into bilge between frames Nos. 113 and 114. Main discharge 3 inch lead pipe.

One (1) scupper on "H" deck between frames Nos. 113 and 114; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "J" deck between frames Nos. 110 and 111; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 79 Scupper

Leads from "G" deck between frames Nos. 113 and 114 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 113 and 114. Main discharge 2½ inch lead pipe.

One (1) scupper on "G" deck between frames Nos. 113 and 114; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 80 Scupper

Leads from "D" deck between frames Nos. 114 and 115 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 114 and 115. Main discharge 3 inch lead pipe.

One (1) scupper on "D" deck between frames Nos. 114 and 115; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

One (1) waste pipe on "D" deck between frames Nos. 114 and 115; 2 inch lead pipe in fair condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 81 Scupper

Leads from over "A" deck between frames Nos. 109 and 110 and discharges on "B" deck between frames Nos. 109 and 110. Main discharge 3 inch W. I. pipe.

One (1) scupper from over "A" deck between frames Nos. 109 and 110; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 82 Scupper

Leads from "A" deck between frames Nos. 113 and 114 and discharges on "B" deck between frames Nos. 113 and 114. Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 113 and 114; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 83 Scupper

Leads from "B" deck between frames Nos. 113 and 114 and discharges on "C" deck between frames Nos. 113 and 114. Main discharge 3 inch W. I. pipe.

One (1) scupper on "B" deck between frames Nos. 113 and 114; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 84 Scupper

Leads from "G" deck between frames Nos. 115 and 116 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 115 and 116. Main discharge 3 inch lead pipe.

Two (2) scuppers on "G" deck between frames Nos. 115 and 116; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 85 Scupper

Leads from "C" deck between frames Nos. 117 and 118 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 117 and 118. Main discharge 2½ inch lead pipe.

One (1) scupper on "C" deck between frames Nos. 119 and 120; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "C" deck between frames Nos. 119 and 120; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "D" deck between frames Nos. 119 and 120; 2 inch lead pipe in fair condition.

One (1) scupper on "D" deck between frames Nos. 119 and 120; 2½ inch lead pipe in fair condition.

One (1) scupper on "G" deck between frames Nos. 118 and 119; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 117 and 118; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 86 Scupper

Leads from "C" deck between frames Nos. 122 and 123 and discharges through ship's side on "J" deck between frames Nos. 122 and 123.

NOTE: Impossible to see discharge on ship's side at present time. Main discharge 3 inch lead pipe.

One (1) scupper on "C" deck between frames Nos. 122 and 123; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) waste pipe on "C" deck between frames Nos. 122 and 123; 1½ inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 122 and 123; 1¼ inch lead pipe in fair condition.

One (1) scupper on "G" deck between frames Nos. 122 and 123; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 123 and 124; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 87 Scupper

Leads from "H" deck between frames Nos. 119 and 120 and discharges through ship's side on "J" deck between frames Nos. 119 and 120.

NOTE: Impossible to see discharge on ship's side at present time. Main discharge 3 inch lead pipe.

One (1) scupper on "H" deck between frames Nos. 119 and 120; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 88 Scupper

Leads from "G" deck between frames Nos. 125 and 126 and discharges through ship's side on "J" deck between frames Nos. 123 and 124.

NOTE: Impossible to see discharge on ship's side at present time. Main discharge 3 inch lead pipe.



One (1) scupper on "G" deck between frames Nos. 125 and 126; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 123 and 124; 2½ inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

## SECTION 18

### SCUPPERS PORT SIDE BETWEEN STEM AND FRAMES

#### No. 82 and 102

#### No. 48 Scupper

Leads from "A" deck between frames Nos. 79 and 80 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 78 and 79. Main discharge 3 inch lead pipe.

One (1) scupper on "A" deck between frames Nos. 79 and 80; 3 inch lead pipe in fair condition; scupper grating to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 49 Scupper

Leads from "A" deck between frames No. 82 and 83 and discharges on "B" deck between frames Nos. 82 and 83. Main discharge 3 inch W. I. pipe.

Four (4) scuppers on "A" deck between frames Nos. 82 and 83; 3 inch W. I. pipe in fair condition; scupper gratings to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 50 Scupper

Leads from "F" deck between frames No. 80 and 81 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 80 and 81. Main discharge 3 inch lead pipe.

Three (3) scuppers on "F" deck between frames Nos. 80 and 81; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) waste pipe on "F" deck between frames Nos. 81 and 82; 2 inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 51 Scupper

Leads from "A" deck between frames Nos. 84 and 85 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 83 and 84. Main discharge 4 inch lead pipe.

One (1) scupper on "A" deck between frames Nos. 84 and 85; 3 inch lead pipe in poor condition. Scupper grating to be renewed.

One (1) waste pipe on "A" deck between frames Nos. 84 and 85; 1½ inch lead pipe in poor condition.

One (1) scupper on "C" deck between frames Nos. 84 and 85; 3 inch lead pipe in fair condition; grating in good condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 52 Scupper

Leads from "E" deck between frames Nos. 83 and 84 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 80 and 81. Main discharge 2½ inch lead pipe.

One (1) scupper on "E" deck between frames Nos. 83 and 84; 2½ inch lead pipe in fair condition; grating in good condition.

One (1) scupper on "E" deck between frames Nos. 80 and 81; 2½ inch lead pipe in fair condition; scupper grating in good condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 53 Scupper

Leads from "H" deck between frames Nos. 82 and 83 and discharges through trap on "K" deck between frames Nos. 82 and 83; into engine room bilge. Main discharge 3 inch lead pipe.

One (1) scupper on "H" deck between frames Nos. 82 and 83; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 54 Scupper

Leads from "A" deck between frames Nos. 88 and 89 and discharges through one (1) clapper valve on ship's side on "H" deck between frames Nos. 89 and 90. Main discharge 3 inch W. I. pipe.

Two (2) scuppers on "A" deck between frames Nos. 88 and 89; 3 inch lead pipe in poor condition; scupper grating in good condition.

Two (2) scuppers on "C" deck between frames Nos. 88 and 89; 3 inch lead pipe in poor condition; grating in good condition.

One (1) scupper on "C" deck between frames Nos. 89 and 90; 3 inch lead pipe in fair condition; grating in good condition.

One (1) scupper on "E" deck in present wash room No. 10; 3 inch lead pipe in good condition; scupper grating in good condition.

One (1) scupper on "E" deck in present wash room No. 8; 3 inch lead pipe in good condition; scupper grating in good condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 55 Scupper

Leads from "F" deck between frames Nos. 87 and 88 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 89 and 90. Main discharge 3 inch lead pipe.

Two (2) scuppers on "F" deck between frames Nos. 88 and 89; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) scupper on "F" deck between frames Nos. 89 and 90; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 56 Scupper

Leads from "E" deck between frames No. 95 and 96 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 90 and 91. Main discharge 3 inch lead pipe.

One (1) scupper on "E" deck between frames Nos. 95 and 96; 3 inch lead pipe in fair condition and grating in good condition.

One (1) scupper on "E" deck between frames Nos. 87 and 88; 3 inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "E" deck between frames Nos. 91 and 92; 3 inch lead pipe in fair condition; scupper grating in good condition.

Two (2) scuppers on "G" deck between frames Nos. 90 and 91; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 57 Scupper

Leads from "A" deck between frames Nos. 90 and 91 and discharges on "B" deck between frames Nos. 90 and 91. Main discharge 3 inch W. I. pipe.

Two (2) scuppers on "A" deck between frames Nos. 90 and 91; 3 inch W. I. pipe in fair condition; scupper gratings to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 58 Scupper

Leads over "A" deck between frames Nos. 91 and 92 and discharges on "B" deck between frames Nos. 91 and 92. Main discharge 3 inch W. I. pipe.

Two (2) scuppers over "A" deck between frames Nos. 91 and 92; 3 inch W. I. pipe in fair condition; scupper gratings to be renewed.  
Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 59 Scupper

Leads from "B" deck between frames Nos. 90 and 91 and discharges on "C" deck between frames Nos. 90 and 91. Main discharge 3 inch W. I. pipe.

One (1) scupper on "B" deck between frames Nos. 90 and 91; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 60 Scupper

Leads from "B" deck between frames Nos. 91 and 92 and discharges on "C" deck between frames Nos. 91 and 92. Main discharge 3 inch W. I. pipe.

One (1) scupper on "B" deck between frames Nos. 91 and 92; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 61 Scupper

Leads from "C" deck between frames Nos. 91 and 92 and discharges on "D" deck between frames Nos. 91 and 92. Main discharge 3 inch W. I. pipe.

One (1) scupper on "C" deck between frames Nos. 91 and 92; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 62 Scupper

Leads from "C" deck between frames Nos. 91 and 92 and discharges on "D" deck between frames Nos. 91 and 92. Main discharge 3½ W. I. pipe.

One (1) scupper on "C" deck between frames Nos. 91 and 92; 3½ inch W. I. pipe in fair condition; scupper grating to be renewed.

Pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 63 Scupper

Leads from "D" deck between frames Nos. 91 and 92 and discharges through ship's side on "J" deck between frames Nos. 90 and 91; (no clapper valves). Main discharge 4 inch W. I. pipe.

One (1) scupper on "D" deck between frames Nos. 91 and 92; 4 inch W. I. pipe in fair condition; scupper grating to be renewed.

Clapper valve to be installed on ship's side on "J" deck, between frames Nos. 91 and 92 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

**No. 64 Scupper**

Leads from "D" deck between frames Nos. 92 and 93 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 91 and 92. Main discharge 2½ inch lead pipe.

One (1) scupper on "D" deck between frames Nos. 91 and 92; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "D" deck between frames Nos. 92 and 93; 2½ inch lead pipe in fair condition; scupper grating in good condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

**No. 65 Scupper**

Leads from "F" deck between frames Nos. 93 and 94 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 93 and 94. Main discharge 3 inch lead pipe.

Two (2) scuppers on "F" deck between frames Nos. 93 and 94; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "F" deck between frames Nos. 93 and 94; 2 inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 66 Scupper**

Leads from "A" deck between frames Nos. 97 and 98 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 98 and 99. Main discharge 3½ inch lead pipe.

One (1) scupper on "A" deck between frames Nos. 97 and 98; 3 inch lead pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "B" deck between frames Nos. 97 and 98; 3 inch lead pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "D" deck between frames Nos. 97 and 98; 3 inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "F" deck between frames Nos. 97 and 98; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 67 Scupper**

Leads from "E" deck between frames Nos. 94 and 95 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 94 and 95. Main discharge 3 inch lead pipe.

Two (2) scuppers on "E" deck between frames Nos. 94 and 95; 3 inch lead pipe in fair condition; scupper gratings in good condition. Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 68 Scupper**

Leads from "F" deck between frames Nos. 101 and 102 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 100 and 101. Main discharge 3 inch lead pipe.

One (1) scupper on "F" deck between frames Nos. 101 and 102; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

**No. 69 Scupper**

Leads from "G" deck between frames Nos. 101 and 102 and discharges through trap on "K" deck into bilge between frames Nos. 101 and 102. Main discharge 3 inch lead pipe.

One (1) scupper on "G" deck between frames Nos. 101 and 102; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

**SECTION 19****SCUPPERS STARBOARD SIDE BETWEEN STEM AND****FRAMES Nos. 82 and 102****No. 50 Scupper**

Leads from "A" deck between frames Nos. 80 and 81 and discharges through ship's side (in Engine Room) on "J" deck, between frames Nos. 80 and 81 (no clapper valve). Main discharge 7 inch lead pipe.

One (1) Garbage Chute on "A" deck from Ritz-Carlton Galley; 7 inch lead pipe in good condition.

One (1) scupper on "A" deck between frames Nos. 80 and 81; 3 inch lead pipe in good condition; scupper grating in good condition.

One (1) waste pipe on "A" deck between frames Nos. 80 and 81; 2 inch lead pipe in good condition.

Two (2) scuppers on "F" deck between frames Nos. 80 and 81; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Three (3) scuppers on "F" deck between frames Nos. 81 and 82; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) waste pipe on "F" deck between frames Nos. 81 and 82; 2 inch lead pipe in fair condition.

Two (2) scuppers on "G" deck between frames Nos. 81 and 82; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Two (2) waste pipes on "G" deck between frames Nos. 81 and 82; 2 inch lead pipe in fair condition.

Two (2) scuppers on "G" deck between frames Nos. 83 and 84; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 83 and 84; 2 inch lead pipe in fair condition.

One (1) scupper on "G" deck between frames Nos. 86 and 87; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 80 and 81 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 51 Scupper

Leads from "A" deck between frames Nos. 82 and 83 and discharges on "B" deck between frames Nos. 82 and 83. Main discharge 3 inch W. I. pipe. Athwartship scupper.

One (1) scupper on "A" deck between frames Nos. 82 and 83; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 52 Scupper.

Leads from "E" deck between frames Nos. 80 and 81 and discharges through one (1) clapper valve on "H" deck between frames No. 81 and 82. Main discharge 2½ inch lead pipe.

One (1) scupper on "E" deck between frames Nos. 80 and 81; 2½ inch lead pipe in fair condition; scupper grating to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 53 Scupper

Leads from "H" deck between frames Nos. 82 and 83 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 82 and 83. Main discharge 3 inch lead pipe.

One (1) scupper on "H" deck between frames Nos. 82 and 83; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 54 Scupper

Leads from "A" deck between frames Nos. 82 and 83 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 84 and 85. Main discharge 3 inch lead pipe.

Four (4) scuppers on "A" deck between frames Nos. 82 and 83; 3 inch lead pipe in fair condition; scupper gratings in good condition.

One (1) scupper on "F" deck between frames Nos. 84 and 85; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 55 Scupper

Leads from "A" deck between frames Nos. 87 and 88 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 88 and 89. Main discharge 3 inch lead pipe.

One (1) scupper on "A" deck between frames Nos. 87 and 88; 3 inch lead pipe in good condition; scupper grating in good condition.

Two (2) scuppers on "B" deck between frames Nos. 87 and 88; 3 inch lead pipe in good condition; scupper gratings in good condition.

Three (3) scuppers on "C" deck between frames Nos. 87 and 88; 3 inch lead pipe in good condition; scupper gratings in good condition.

Three (3) scuppers on "C" deck between frames Nos. 87 and 88; 3 inch lead pipe in good condition; scupper gratings in good condition.

One (1) scupper on "C" deck between frames Nos. 89 and 90; 3 inch lead pipe in good condition; scupper gratings in good condition.

Two (2) waste pipes on "C" deck between frames Nos. 89 and 90; 2 inch lead pipe in good condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 56 Scupper

Leads from "E" deck between frames Nos. 88 and 89 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 88 and 89. Main discharge 3 inch lead pipe.

Two (2) scuppers on "E" deck between frames Nos. 87 and 88; 3 inch lead pipe in good condition; scupper gratings in good condition.

Two (2) scuppers on "E" deck between frames Nos. 88 and 89; 3 inch lead pipe in good condition; scupper gratings in good condition. Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 57 Scupper

Leads from "G" deck between frames Nos. 90 and 91 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 94 and 95. Main discharge 3 inch lead pipe.

Two (2) scuppers on "G" deck between frames Nos. 90 and 91; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Two (2) waste pipes on "G" deck between frames Nos. 90 and 91; 2 inch lead pipe in fair condition.

One (1) scupper on "G" deck between frames Nos. 93 and 94; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 92 and 93; 2 inch lead pipe in fair condition.

One (1) scupper on "G" deck between frames Nos. 94 and 95; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 94 and 95; 2 inch lead pipe in fair condition.

One (1) waste pipe on "G" deck between frames Nos. 96 and 97; 2 inch lead pipe in fair condition.

One (1) scupper on "G" deck between frames Nos. 97 and 98; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 58 Scupper

Leads from "A" deck between frames Nos. 90 and 91 and discharges on "B" deck between frames Nos. 90 and 91. Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 90 and 91; 3 inch W. I. pipe in good condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 59 Scupper

Leads from "B" deck between frames Nos. 91 and 92 and discharges on "C" deck between frames Nos. 91 and 92. Main discharge 3 inch W. I. pipe.

One (1) scupper on "B" deck between frames Nos. 91 and 92; 3 inch W. I. pipe in fair condition; scupper grating in good condition. Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 60 Scupper

Leads from "A" deck between frames Nos. 92 and 93 and discharges on "C" deck between frames Nos. 92 and 93. Main discharge 3 inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 92 and 93; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Two (2) scuppers on "B" deck between frames Nos. 92 and 93; 3 inch W. I. pipe in fair condition; scupper gratings to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 61 Scupper

Leads from "C" deck between frames Nos. 91 and 92 and discharges on "D" deck between frames Nos. 91 and 92. Main discharge 3 inch W. I. pipe.

One (1) scupper on "C" deck between frames Nos. 91 and 92; 3 inch W. I. pipe in good condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 62 Scupper

Leads from "C" deck between frames Nos. 91 and 92 and discharges on "D" deck between frames Nos. 91 and 92. Main discharge 3½ inch W. I. pipe.

One (1) scupper on "C" deck between frames Nos. 91 and 92; 3½ inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 63 Scupper

Leads from "D" deck between frames Nos. 91 and 92 and discharges through ship's side on "J" deck between frames Nos. 90 and 91 (no clapper valve). Main discharge 4 inch W. I. pipe.

One (1) scupper on "D" deck between frames Nos. 91 and 92; 4 inch W. I. pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "E" deck between frames Nos. 91 and 92; 4 inch W. I. pipe in fair condition; scupper grating in good condition.

Clapper valve to be installed on ship's side on "J" deck between frames Nos. 91 and 90 to take discharge from above scupper.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 64 Scupper

Leads from "G" deck between frames Nos. 90 and 91 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 90 and 91. Main discharge 2½ inch lead pipe.



One (1) scupper on "G" deck between frames Nos. 90 and 91; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 65 Scupper

Leads from "A" deck between frames Nos. 92 and 93 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 92 and 93. Main discharge 3 inch lead pipe in poor condition.

One (1) scupper on "A" deck between frames Nos. 92 and 93; 3 inch lead pipe in fair condition; scupper grating in good condition.

Four (4) scuppers on "C" deck between frames Nos. 92 and 93; 3 inch lead pipe in fair condition; scupper gratings in good condition.

Four (4) scuppers on "D" deck between frames Nos. 92 and 93; 3 inch lead pipe in fair condition; scupper gratings in good condition.

Four (4) waste pipes on "D" deck between frames Nos. 92 and 93; 2 inch lead pipe in poor condition.

One (1) scupper on "F" deck between frames Nos. 92 and 93; 3 inch lead pipe in bad condition; scupper grating and screw-down scupper valve to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 66 Scupper

Leads from "D" deck between frames Nos. 97 and 98 and continues to "K" deck in Engine Room, where it is cut off and ends soldered up. (No discharge.) Main lead 3 inch lead pipe.

One (1) scupper on "D" deck between frames Nos. 97 and 98; 3 inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes on "D" deck between frames Nos. 97 and 98; 2 inch lead pipe in fair condition.

One (1) scupper on "F" deck between frames Nos. 97 and 98; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

NOTE: Discharge from above scupper to be lead through trap on "K" deck in Engine Room into bilges; or to be led through clapper valve on ship's side on "J" deck and discharge overboard.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 67 Scupper

Leads from "D" deck between frames Nos. 99 and 100 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 99 and 100. Main discharge 3 inch lead pipe.

One (1) scupper on "D" deck between frames Nos. 100 and 101; 3 inch lead pipe in fair condition; scupper grating in good condition.

Two (2) waste pipes on "G" deck between frames Nos. 100 and 101; 2 inch lead pipe in fair condition.

Two (2) scuppers on "F" deck between frames Nos. 99 and 100; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) waste pipe on "F" deck between frames Nos. 98 and 99; 2 inch lead pipe in fair condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 68 Scupper

Leads from "F" deck between frames Nos. 101 and 102 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 101 and 102. Main discharge 3 inch lead pipe.

One (1) scupper on "F" deck between frames Nos. 101 and 102; 3 inch lead pipe in fair condition; scupper grating and screwdown scupper valve to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

### SECTION 20

#### SCUPPERS PORT SIDE BETWEEN STEM AND FRAMES

##### Nos. 58 and 80

#### No. 31 Scupper

Leads from "J" deck between frames Nos. 58 and 59 and discharges into bilge tank in outboard shaft alley. Main discharge 3 inch lead pipe.

One (1) scupper on "J" deck between frames Nos. 58 and 59; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 32 Scupper

Leads from "E" deck between frames Nos. 58 and 59 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 58 and 59. Main discharge 3 inch lead pipe.

One (1) scupper on "E" deck between frames Nos. 58 and 59; 3 inch lead pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "E" deck between frames Nos. 59 and 60; 3 inch lead pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "F" deck between frames Nos. 59 and 60; 3 inch W. I. pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "F" deck between frames Nos. 59 and 60; 3 inch W. I. pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "F" deck between frames Nos. 59 and 60; 3 inch W. I. pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed.

Two (2) waste pipes on "F" deck between frames Nos. 59 and 60; 2 inch lead pipe in fair condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

### No. 33 Scupper

Leads from "D" deck between frames Nos. 64 and 65 and discharges on "E" deck between frames Nos. 64 and 65. Main discharge 3 inch W. I. pipe. This is an athwartship scupper.

One (1) scupper on "D" deck between frames Nos. 64 and 65; 3 inch W. I. pipe apparently in good condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

### No. 34 Scupper

Leads from "E" deck between frames Nos. 63 and 64 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 63 and 64. Main discharge 3 inch W. I. pipe. This is an athwartship scupper.

One (1) scupper on "E" deck between frames Nos. 63 and 64; 2½ inch W. I. pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "E" deck between frames Nos. 63 and 64; 2½ inch W. I. pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "G" deck between frames Nos. 62 and 63; 2½ inch W. I. pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

### No. 35 Scupper

Leads from "C" deck between frames Nos. 67 and 68 and discharges on "D" deck between frames Nos. 67 and 68. Main discharge 3 inch W. I. pipe.

One (1) scupper on "C" deck between frames Nos. 67 and 68; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

### No. 36 Scupper

Leads from "D" deck between frames Nos. 67 and 68 and discharges through ship's side on "J" deck between frames Nos. 67 and 68 (no clapper valve). Main discharge 6 inch W. I. pipe.

One (1) scupper on "D" deck between frames Nos. 67 and 68; 4 inch W. I. pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "E" deck between frames Nos. 67 and 68; 6 inch W. I. pipe apparently in good condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

NOTE: Clapper valve to be installed on ship's side on "J" deck between frames Nos. 67 and 68 to receive discharge from above scupper.

### No. 37 Scupper

Leads from "F" deck between frames Nos. 65 and 66 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 65 and 66. Main discharge 3 inch lead pipe.

One (1) scupper on "F" deck between frames Nos. 65 and 66; 2½ inch lead pipe in poor condition; to be repaired or renewed; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "F" deck between frames Nos. 66 and 67; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "F" deck between frames Nos. 66 and 67; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 65 and 66; 2 inch pipe in poor condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

### No. 38 Scupper

Leads from "E" deck between frames Nos. 67 and 68 and discharges on "F" deck between frames Nos. 69 and 70. Main discharge 2 inch W. I. pipe.

One (1) scupper on "E" deck between frames Nos. 67 and 68; 2 inch W. I. pipe apparently in good condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

### No. 39 Scupper

Leads from "H" deck between frames Nos. 68 and 69 and dis-

charges through trap into bilge on "J" deck between frames Nos. 68 and 69. Main discharge 3 inch lead pipe.

One (1) scupper on "H" deck between frames Nos. 68 and 69; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 40 Scupper

Leads from "E" deck between frames Nos. 68 and 69 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 68 and 69. Main discharge 2½ inch lead pipe.

One (1) waste pipe in Log Room on "E" deck between frames Nos. 68 and 69; 2 inch lead pipe in fair condition.

One (1) waste pipe in latrine No. 9 on "E" deck between frames Nos. 68 and 69; 2½ inch lead pipe apparently in good condition.

One (1) scupper on "G" deck in latrine No. 9 between frames Nos. 68 and 69; 2½ inch lead pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 41 Scupper

Leads from "C" deck between frames Nos. 71 and 72 and discharges on "D" deck between frames Nos. 71 and 72. Main discharge 3 inch W. I. pipe. This is an athwartship scupper.

One (1) scupper on "C" deck between frames Nos. 71 and 72; 3 inch W. I. pipe apparently in good condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 42 Scupper

Leads from "D" deck between frames Nos. 76 and 77 and discharges through two (2) clapper valves on ship's sides on "J" deck between frames Nos. 70 and 71. Main discharge 3 inch lead pipe.

One (1) scupper on "D" deck between frames Nos. 76 and 77; 2 inch lead pipe apparently in good condition; scupper grating in good condition.

One (1) scupper on "D" deck between frames Nos. 74 and 75; 2 inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "E" deck between frames Nos. 72 and 73; 2½ inch lead pipe in fair condition; scupper grating in good condition.

One (1) scupper on "E" deck between frames Nos. 73 and 74; 2½ inch lead pipe apparently in good condition; scupper grating in good condition.

Five (5) scuppers on "F" deck between frames Nos. 71 and 72; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Two (2) waste pipes on "F" deck between frames Nos. 71 and 72; 2 inch lead pipe in fair condition.

NOTE: No. 42 scupper connects with soil pipe amidships on "H" deck between frames Nos. 71 and 72 and shall be disconnected.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 43 Scupper

Leads from "D" deck between frames Nos. 70 and 71 and discharges on "E" deck between frames Nos. 67 and 68. Main discharge 2 inch W. I. pipe.

One (1) scupper on "D" deck between frames Nos. 67 and 68; 2 inch W. I. pipe apparently in good condition; scupper grating in good condition.

One (1) scupper on "D" deck between frames Nos. 70 and 71; 2 inch W. I. pipe apparently in good condition; scupper and grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 44 Scupper

Leads from "E" deck between frames Nos. 76 and 77 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 75 and 76. Main discharge 3 inch lead pipe.

One (1) waste pipe on "E" deck between frames Nos. 76 and 77; 2 inch lead pipe apparently in good condition.

Seven (7) scuppers on "F" deck between frames Nos. 76 and 77; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) waste pipe on "F" deck between frames Nos. 76 and 77; 2 inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 45 Scupper

Leads from "G" deck between frames Nos. 76 and 77 and discharges through two (2) clapper valves on ship's side on "H" deck between frames Nos. 76 and 77. Main discharge 3 inch lead pipe.

Five (5) scuppers on "G" deck between frames Nos. 76 and 77; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 76 and 77; 2 inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 46 Scupper

Leads from "F" deck between frames Nos. 78 and 79 and discharges into bilge between frames Nos. 78 and 79. Main discharge 3 inch lead pipe.

One (1) scupper on "F" deck between frames Nos. 78 and 79; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 47 Scupper

Leads from "G" deck between frames Nos. 79 and 80 and discharges into bilge between frames Nos. 79 and 80. Main discharge 2½ inch lead pipe.

One (1) scupper on "G" deck between frames Nos. 79 and 80; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 79 and 80; 1½ inch lead pipe in fair condition.

Piping to be cleaned out, tested and made thoroughly watertight.

### SECTION 21

#### SCUPPERS STARBOARD SIDE BETWEEN STEM AND

#### FRAMES Nos. 58 and 80

#### No. 32 Scupper

Leads from "D" deck between frames Nos. 62 and 63 and discharges on "E" deck between frames Nos. 62 and 63. Main discharge 3 inch W. I. pipe.

One (1) scupper on "D" deck between frames No. 62 and 63; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 33 Scupper

Leads from "F" deck between frames Nos. 60 and 61 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 59 and 60. Main discharge 2½ inch lead pipe.

One (1) scupper on "F" deck between frames Nos. 59 and 60; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "F" deck between frames Nos. 60 and 61; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 34 Scupper

Leads from "E" deck between frames Nos. 63 and 64 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 64 and 65. Main discharge 2 inch lead pipe.

Two (2) scuppers on "E" deck between frames Nos. 63 and 64; 2½ inch lead pipe in fair condition; scupper gratings to be renewed.

Two (2) scuppers on "F" deck between frames Nos. 63 and 64; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

One (1) scupper on "G" deck between frames Nos. 62 and 63; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 35 Scupper

Leads from "D" deck between frames Nos. 65 and 66 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 63 and 64. Main discharge 2½ inch lead pipe.

Two (2) scuppers on "D" deck between frames Nos. 66 and 67; 2½ inch lead pipe in fair condition; scupper gratings to be renewed.

One (1) scupper on "G" deck in present Compartment No. 25, between frames Nos. 65 and 66; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck in present Compartment No. 25, between frames Nos. 65 and 66; 1½ inch lead pipe in fair condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 36 Scupper

Leads from "C" deck between frames Nos. 67 and 68 and discharges on "D" deck between frames Nos. 67 and 68. Main discharge 3½ inch W. I. pipe.

One (1) scupper on "C" deck between frames Nos. 67 and 68; 3½ inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out tested and made thoroughly watertight.

**No. 37 Scupper**

Leads from "D" deck between frames Nos. 68 and 69 and discharges through ship's side on "J" deck between frames Nos. 68 and 69 (no clapper valve). Main discharge 6 inch W. I. pipe.

One (1) scupper on "D" deck between frames Nos. 68 and 69; 4 inch W. I. pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "D" deck between frames Nos. 68 and 69; 6 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight, Clapper valve to be installed on ship's side between frames Nos. 68 and 69 to take discharge from above scuppers.

**No. 38 Scupper**

Leads from "F" deck between frames Nos. 67 and 68 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 67 and 68. Main discharge 3 inch lead pipe.

Two (2) scuppers on "F" deck between frames Nos. 68 and 69; 3 inch W. I. pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

**No. 39 Scupper**

Leads from "G" deck between frames Nos. 68 and 69 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 68 and 69. Main discharge 2 inch lead pipe.

One (1) scupper on "G" deck between frames Nos. 68 and 69, in present latrine No. 9; 2 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck in present latrine No. 9, between frames Nos. 68 and 69; 1½ inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 40 Scupper**

Leads from "H" deck between frames Nos. 68 and 69 and discharges through trap on "J" deck between frames Nos. 68 and 69 into bilges. Main discharge 3 inch lead pipe.

One (1) scupper on "H" deck between frames Nos. 68 and 69; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

**No. 41 Scupper**

Leads from "C" deck between frames Nos. 71 and 72 and dis-

charges on "D" deck between frames Nos. 71 and 72. Main discharge 3½ inch W. I. pipe.

One (1) scupper on "C" deck between frames Nos. 71 and 72; 3½ inch W. I. pipe in fair condition; scupper grating in good condition. Piping to be cleaned out, tested and made thoroughly watertight.

**No. 42 Scupper**

Leads from "C" deck between frames Nos. 71 and 72 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 71 and 72. Main discharge 3 inch lead pipe.

One (1) scupper on "C" deck between frames Nos. 71 and 72; 3 inch lead pipe in fair condition; scupper grating in good condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

**No. 43 Scupper**

Leads from "G" deck between frames Nos. 72 and 73 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 71 and 72. Main discharge 3 inch lead pipe.

One (1) scupper on "G" deck between frames Nos. 72 and 73; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 44 Scupper**

Leads from "F" deck between frames Nos. 74 and 75 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 74 and 75. Main discharge 3 inch lead pipe.

One (1) scupper on "F" deck between frames Nos. 74 and 75; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

**No. 45 Scupper**

Leads from "A" deck between frames Nos. 72 and 73 and discharges on "B" deck between frames Nos. 72 and 73. Main discharge 2½ inch W. I. pipe.

One (1) scupper on "A" deck between frames Nos. 72 and 73; 2½ inch W. I. pipe apparently in good condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

**No. 46 Scupper**

Leads from "D" deck between frames Nos. 75 and 76 and dis-



charges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 75 and 76. Main discharge 2½ inch lead pipe.

One (1) scupper on "D" deck between frames Nos. 75 and 76; 2½ inch lead pipe in good condition; grating in good condition.

One (1) waste pipe on "D" deck between frames Nos. 75 and 76; 1½ inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 47 Scupper

Leads from "G" deck between frames Nos. 76 and 77 and discharges through two (2) clapper valves on ship's side on "H" deck between frames Nos. 76 and 77. Main discharge 3 inch lead pipe.

Two (2) scuppers on "G" deck between frames Nos. 76 and 77; 2½ inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Two (2) waste pipes on "G" deck between frames Nos. 76 and 77; 1½ inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 48 Scupper

Leads from "F" deck between frames Nos. 78 and 79 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 78 and 79 (in Engine Room). Main discharge 3 inch lead pipe.

Two (2) scuppers on "F" deck between frames Nos. 78 and 79; 3 inch lead pipe in fair condition; scupper gratings and screw-down scupper valves to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 49 Scupper

Leads from "G" deck between frames Nos. 78 and 79 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 78 and 79. Main discharge 3 inch lead pipe.

One (1) scupper on "G" deck between frames Nos. 78 and 79; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 78 and 79; 2 inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

### SECTION 22

#### SCUPPERS PORT SIDE BETWEEN STEM AND FRAMES

Nos. 38 and 58

#### No. 21 Scupper

Leads from "D" deck between frames Nos. 42 and 43 and discharges through ship's side on "H" deck between frames Nos. 42 and 43 (no clapper valve). Main discharge 4 inch galvanized W. I. pipe.

One (1) scupper on "D" deck between frames Nos. 42 and 43; 4 inch W. I. pipe in fair condition; scupper grating in good condition.

One (1) scupper on "D" deck at hatch between frames Nos. 42 and 43; 2½ inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight; clapper valve to be installed on ship's side between frames Nos. 42 and 43.

#### No. 21-A Scupper

One (1) 2½ inch lead scupper from "K" deck between frames Nos. 43 and 44 and discharges into bilge. Pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 22 Scupper

Leads from "C" deck between frames Nos. 42 and 43 and discharges on to "D" deck between frames Nos. 42 and 43. Main discharge 3 inch W. I. pipe.

One (1) scupper on "C" deck between frames Nos. 42 and 43; 3 inch W. I. pipe in fair condition; grating in good condition.

Pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 23 Scupper

Leads from "C" deck between frames Nos. 46 and 47 and discharges on "D" deck between frames Nos. 46 and 47. Main discharge 2½ inch W. I. pipe.

One (1) scupper on "D" deck between frames Nos. 46 and 47; 2½ inch W. I. pipe in fair condition; scupper grating to be renewed.

#### No. 24 Scupper

Leads from "C" deck between frames Nos. 50 and 51 and discharges on "D" deck between frames Nos. 50 and 51. Main discharge 3 inch W. I. pipe.

One (1) scupper between frames Nos. 50 and 51 on "D" deck; 2½ inch W. I. pipe in fair condition; scupper grating to be renewed.

Pipe to be cleaned out, tested and made thoroughly watertight.

**No. 25 Scupper**

Leads from "G" deck between frames Nos. 47 and 48 and discharges through two (2) clapper valves on ship's side on "H" deck between frames Nos. 47 and 48. Main discharge 3 inch lead pipe. (Athwartship scupper).

One (1) scupper on "G" deck between frames Nos. 47 and 48; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 47 and 48; 1½ inch lead pipe in fair condition.

One (1) scupper on "G" deck between frames Nos. 47 and 48; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe in latrine No. 6 on "G" deck between frames Nos. 47 and 48; 2 inch lead pipe apparently in good condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 26 Scupper**

Leads from "H" deck between frames Nos. 46 and 47 and discharges into bilge between frames Nos. 46 and 47.

One (1) scupper on "H" deck between frames Nos. 46 and 47; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Pipe to be cleaned out, tested and made thoroughly watertight.

**No. 27 Scupper**

Leads from "E" deck between frames Nos. 49 and 50 and discharges through two (2) clapper valves on "H" deck between frames Nos. 49 and 50. Main discharge 3 inch lead pipe. (Clapper valve on ship's side.)

One (1) scupper on "E" deck between frames Nos. 49 and 50; 3 inch lead pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "G" deck in No. 4 wash room between frames Nos. 49 and 50; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Two (2) waste pipes in wash room No. 4 on "G" deck between frames Nos. 49 and 50; 1½ inch lead pipe in fair condition.

One (1) scupper in urinal No. 2 on "G" deck between frames Nos. 49 and 50; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe in urinal No. 2 on "G" deck between frames Nos. 49 and 50; 1½ inch lead pipe apparently in good condition.

One (1) scupper on "G" deck in Mast between frames Nos. 51 and 52; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 28 Scupper**

Leads from "E" deck between frames Nos. 54 and 55 and discharges through one (1) clapper valve on "J" deck between frames Nos. 54 and 55 (ship's side). Main discharge 3 inch lead pipe.

One (1) scupper on "E" deck between frames Nos. 54 and 55; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

One (1) scupper on "E" deck between frames Nos. 53 and 54; 3 inch W. I. pipe apparently in good condition; scupper grating to be renewed.

One (1) scupper on "E" deck between frames Nos. 55 and 56; 2½ inch lead pipe apparently in good condition; scupper grating to be renewed.

One (1) scupper on "E" deck between frames Nos. 54 and 55; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

**No. 29 Scupper**

Leads from "H" deck between frames Nos. 54 and 55 and discharges through trap on "J" deck into bilge between frames Nos. 57 and 58. Main discharge 3 inch lead pipe.

One (1) scupper on "H" deck between frames Nos. 54 and 55; 3 inch lead pipe in good condition; scupper grating and screw-down scupper valve to be renewed.

Pipe to be cleaned out, tested and made thoroughly watertight.

**No. 30 Scupper**

Leads from "K" deck between frames Nos. 51 and 52 and discharges into bilge through starboard outboard shaft alley at bulkhead at frame No. 48.

One (1) scupper on "K" deck between frames Nos. 51 and 52; 3 inch W. I. pipe in good condition; scupper grating and screw-down scupper valve to be renewed.

Pipe to be cleaned out, tested and made thoroughly watertight.

Two (2) scuppers, one (1) port and one (1) starboard to be installed with the necessary piping and fittings on "E" deck between frames Nos. 50 and 51.

Two (2) scuppers, one (1) port and one (1) starboard, to be installed with the necessary piping and fittings, scupper gratings and screw-down scupper valves on "F" deck between frames Nos. 57 and 58.

Two (2) scuppers, one (1) port and one (1) starboard, be installed with the necessary piping and fittings, scupper gratings and screw-down scupper valves on "G" deck between frames Nos. 57 and 58.

Two (2) scuppers, one (1) port and one (1) starboard, to be installed with the necessary piping and fittings, scupper gratings and screw-down scupper valves on "G" deck between frames Nos. 57 and 58.

## SECTION 23

### SCUPPERS STARBOARD SIDE BETWEEN STEM AND

FRAMES Nos. 38 and 58

#### No. 21 Scupper

Leads from "D" deck between frames Nos. 42 and 43 and discharges through ship's side on "H" deck between frames Nos. 42 and 43 (no clapper valve). Main discharge 4 inch galvanized W. I. pipe.

One (1) scupper on "D" deck between frames Nos. 42 and 43; 4 inch W. I. pipe to be renewed; scupper grating to be renewed.

One (1) scupper on "D" deck at hatch between frames Nos. 42 and 43; 2½ inch W. I. pipe in fair condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight; clapper valve to be installed on ship's side on "H" deck between frames Nos. 42 and 43.

#### No. 21-A Scupper

One (1) 2½ inch lead scupper between frames Nos. 43 and 44 on "K" deck discharges into bilge, amidships; pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

#### No. 22 Scupper

Leads from "C" deck between frames Nos. 42 and 43 and discharges on "D" deck between frames Nos. 42 and 43. Main discharge 3 inch W. I. pipe.

One (1) scupper on "C" deck between frames Nos. 42 and 43; 3 inch W. I. pipe in fair condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 23 Scupper

Leads from "C" deck between frames Nos. 46 and 47 and discharges on "D" deck between frames Nos. 46 and 47. Main discharge 2½ inch W. I. pipe.

One (1) scupper on "C" deck between frames Nos. 46 and 47; 2½ inch W. I. pipe in fair condition; scupper grating to be renewed. Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 24 Scupper

Leads from "C" deck between frames Nos. 50 and 51 and discharges on "D" deck between frames Nos. 50 and 51. Main discharge 2½ inch W. I. pipe.

One (1) scupper on "C" deck between frames Nos. 50 and 51; 2½ inch W. I. pipe in apparently good condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 25 Scupper

Leads from "C" deck between frames Nos. 54 and 55 at amidship winch, and discharges on "D" deck between frames Nos. 54 and 55. Main discharge 2½ inch W. I. pipe.

One (1) scupper on "C" deck between frames Nos. 54 and 55; 2½ inch W. I. pipe to be repaired or renewed; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

#### No. 26 Scupper

Leads from G"" deck between frames Nos. 47 and 48 and discharges through two (2) clapper valves on ship's side on "H" deck between frames Nos. 47 and 48. Main discharge 3 inch lead pipe.

One (1) scupper on "G" deck between frames Nos. 47 and 48; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 47 and 48; 1½ inch lead pipe in fair condition.

One (1) scupper on "G" deck between frames Nos. 47 and 48; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck in latrine No. 5 between frames Nos. 47 and 48; 2 inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 27 Scupper**

Leads from "H" deck between frames Nos. 46 and 47 and discharges into bilge between frames Nos. 46 and 47. Main discharge 3 inch lead pipe.

One (1) scupper on "H" deck between frames Nos. 46 and 47; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

**No. 28 Scupper**

Leads from "E" deck between frames Nos. 49 and 50 and discharges through two (2) clapper valves on ship's side on "H" deck between frames Nos. 49 and 50. Main discharge 3 inch lead pipe.

One (1) scupper on "E" deck between frames Nos. 49 and 50; 3 inch lead pipe to be repaired or renewed; scupper grating to be renewed.

One (1) scupper on "G" deck in shower room No. 4 between frames Nos. 49 and 50; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Two (2) waste pipes in wash room No. 3 on "G" deck between frames Nos. 49 and 50; 1½ inch lead pipe in fair condition.

One (1) scupper in urinal No. 1 on "G" deck between frames Nos. 49 and 50; 2½ inch lead pipe to be repaired or renewed; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 49 and 50; 1½ inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 29 Scupper**

Leads from "E" deck between frames Nos. 53 and 54 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 54 and 55. Main discharge 3 inch lead pipe.

One (1) scupper on "E" deck between frames Nos. 54 and 55; 3 inch W. I. pipe in fair condition; scupper grating to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

**No. 30 Scupper**

Leads from "H" deck between frames Nos. 54 and 55 and discharges through trap on "J" deck into bilge between frames Nos. 57 and 58; main discharge 3 inch lead pipe.

One (1) scupper on "H" deck between frames Nos. 54 and 55; 3

inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Pipe to be cleaned out, tested and made thoroughly watertight.

**No. 31 Scupper**

Leads from "K" deck between frames Nos. 51 and 52 and discharges through outboard shaft alley at bulkhead frame No. 48 into bilge. Main discharge 3 inch lead pipe.

One (1) scupper on "K" deck between frames Nos. 51 and 52; 3 inch lead pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

**SECTION 24****SCUPPERS PORT SIDE BETWEEN STEM AND FRAMES****Nos. 12 and 38****No. 8 Scupper**

Leads from steering engine house on "E" deck, between frames Nos. 14 and 15 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 14 and 15.

Two (2) scuppers on "E" deck in steering engine house between frames Nos. 14 and 15; 3 inch W. I. pipe apparently in good condition; scupper gratings to be renewed.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

**No. 9 Scupper**

Leads from "D" deck, Third Class Smoking Room, between frames Nos. 16 and 17 and discharges on "D" deck scupper channel between frames Nos. 16 and 17.

One (1) scupper in Third Class Smoking Room, "D" deck, between frames Nos. 16 and 17; 2½ inch lead pipe in good condition; scupper grating in good condition.

One (1) scupper between frames Nos. 16 and 17 on "D" deck, ship's side; 3½ inch W. I. pipe apparently in good condition; scupper grating to be renewed.

Piping to be cleaned out, tested and made thoroughly watertight.

**No. 10 Scupper**

Leads from "E" deck between frames Nos. 16 and 17 and discharges on "J" deck through ship's side between frames Nos. 16 and 17 (no clapper valve).

One (1) scupper between frames Nos. 16 and 17 on ship's side, "E" deck; 6 inch W. I. pipe apparently in good condition; scupper grating in good condition.

Piping to be cleaned out, tested and made thoroughly watertight. Clapper valve to be installed on ship's side between frames Nos. 16 and 17 to take discharge from above scupper.

#### No. 11 Scupper

Leads from "E" deck between frames Nos. 23 and 22 and discharges through two (2) clapper valves on "J" deck between frames Nos. 21 and 22.

Three (3) scuppers between frames Nos. 22 and 23 on "E" deck; 3 inch W. I. pipe apparently in good condition; gratings in good condition.

One (1) scupper on "F" deck between frames Nos. 23 and 22; 2½ inch W. I. pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 12 Scupper

Leads from "D" deck between frames Nos. 24 and 25 and discharges through bulkhead on "E" deck between frames Nos. 22 and 23 into scupper channel on deck.

One (1) 3 inch scupper on "D" deck at after winch between frames Nos. 24 and 25; 3 inch W. I. pipe apparently in good condition; scupper grating in good condition.

Pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 13 Scupper

Leads from "G" deck between frames Nos. 23 and 24 and discharges through two (2) clapper valves on "J" deck between frames Nos. 23 and 24; main discharge, 3 inch lead pipe.

One (1) scupper on "G" deck between frames Nos. 23 and 24; 3 inch scupper blanked off.

One (1) scupper on "G" deck between frames Nos. 23 and 24; 2½ inch lead pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 14 Scupper

Leads from "H" deck between frames Nos. 23 and 24 and discharges through trap on "K" deck to bilge between frames Nos. 29 and 30.

One (1) scupper on "H" deck between frames Nos. 23 and 24; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 15 Scupper

Leads from "G" deck between frames Nos. 31 and 32 and discharges through two (2) clapper valves on "J" deck between frames Nos. 31 and 32. Main discharge, 3 inch lead pipe.

One (1) scupper on "G" deck between frames Nos. 31 and 32 in present latrine No. 1; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 31 and 32 in present latrine No. 1; 2 inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 16 Scupper

Leads from "F" deck between frames Nos. 35 and 36 and discharges through two (2) clapper valves on "J" deck between frames Nos. 35 and 36.

One (1) scupper on "F" deck between frames Nos. 35 and 36; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 35 and 36; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck in present No. 2 latrine between frames Nos. 35 and 36; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "H" deck between frames Nos. 35 and 36; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Scupper on "F" deck and scupper on "G" deck shall be removed from between frames Nos. 35 and 36 and installed between frames Nos. 37 and 38 to drain deck.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 17 Scupper

Leads from "E" deck between frames Nos. 37 and 38 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 36 and 37. Main discharge 2½ inch lead pipe.

One (1) scupper on "E" deck between frames Nos. 37 and 38; 2½ inch lead pipe in fair condition; scupper grating in good condition.



One (1) scupper on "F" deck in present wash room No. 30 between frames Nos. 37 and 38; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Two (2) waste pipes on "F" deck in present wash room No. 30 between frames Nos. 37 and 38; 1½ inch lead pipe in fair condition.

One (1) scupper on "F" deck in present wash room No. 32 between frames Nos. 37 and 38; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "F" deck in present wash room No. 32 between frames Nos. 36 and 37; 1½ inch lead pipe in fair condition.

#### No. 18 Scupper

Leads from "H" deck between frames Nos. 35 and 36 and discharges through trap on "K" deck between frames Nos. 37 and 38 into bilge.

One (1) scupper on "H" deck between frames Nos. 35 and 36; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Scupper on "H" deck shall be removed from between frames Nos. 35 and 36 and be installed between frames Nos. 37 and 38.

Pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 19 Scupper

Leads from "J" deck between frames Nos. 37 and 38 and discharges into bilge. Main discharge 3 inch lead pipe.

One (1) scupper on "J" deck between frames Nos. 37 and 38; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 20 Scupper

Leads from "K" deck between frames Nos. 37 and 38 and discharges into bilge. Main discharge 3 inch lead pipe.

One (1) scupper on "K" deck between frames Nos. 37 and 38; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Pipe to be cleaned out, tested and made thoroughly watertight.

### SECTION 25

#### SCUPPERS STARBOARD SIDE BETWEEN STEM AND FRAMES Nos. 12 and 38

##### No. 8 Scupper

Leads from steering engine house on "E" deck, between Frames Nos. 14 and 15 and discharges through one (1) clapper valve on ship's side on "J" deck between frames Nos. 14 and 15.

Two (2) scuppers on "E" deck in steering engine house between frames Nos. 14 and 15; 3 inch W. I. pipe apparently in good condition; scupper gratings to be renewed.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

##### No. 9 Scupper

Leads from "D" deck, Third Class Smoking Room, between frames Nos. 16 and 17 and discharges on "D" deck scupper channel between frames Nos. 16 and 17.

One (1) scupper in Third Class Smoking Room, "D" deck, between frames Nos. 16 and 17; 2½ inch lead pipe in good condition; scupper grating in good condition.

One (1) scupper between frames Nos. 16 and 17 on "D" deck, ship's side; 3½ inch W. I. pipe apparently in good condition; scupper grating to be renewed.

Pipes to be cleaned out, tested and made thoroughly watertight.

##### No. 10 Scupper

Leads from "E" deck between frames Nos. 16 and 17 and discharges on "J" deck through ship's side between frames Nos. 16 and 17 (no clapper valve).

One (1) scupper between frames Nos. 16 and 17 on ship's side, "E" deck; 6 inch W. I. pipe apparently in good condition; scupper grating in good condition.

Pipe to be cleaned out, tested and made thoroughly watertight.

Clapper valve to be installed on ship's side between frames Nos. 16 and 17 to take discharge from above scupper.

##### No. 11 Scupper

Leads from "E" deck between frames Nos. 23 and 22 and discharges through two (2) clapper valves on "J" deck between frames Nos. 21 and 22.

Three (3) scuppers between frames Nos. 22 and 23 on "E" deck; 3 inch W. I. pipe apparently in good condition; gratings in good condition.

One (1) scupper on "F" deck between frames Nos. 23 and 22; 2½ inch W. I. pipe apparently in good condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "F" deck between frames Nos. 23 and 22, blanked off.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 12 Scupper**

Leads from "D" deck between frames Nos. 24 and 25 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 24 and 25. Main discharge 3 inch lead pipe.

One (1) scupper on "D" deck in present urinal between frames Nos. 23 and 24; 2 inch lead pipe in fair condition; grating in good condition.

One (1) scupper on "D" deck in present urinal between frames Nos. 25 and 26; 2 inch lead pipe in fair condition; grating in good condition.

One (1) scupper on "G" deck between frames Nos. 23 and 24; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 23 and 24; scupper blanked off; 2½ inch lead pipe in fair condition.

One (1) waste pipe on "G" deck to be cut off and pipe blanked.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 13 Scupper**

Leads from "D" deck at after winch between frames Nos. 24 and 25 and discharges through bulkhead on "E" deck between frames Nos. 22 and 23 into scupper channel on deck.

One (1) scupper on "D" deck at after winch between frames Nos. 24 and 25; 3 inch W. I. pipe apparently in good condition; grating in good condition.

Pipe to be cleaned out, tested and made thoroughly watertight.

**No. 14 Scupper**

Leads from "H" deck between frames Nos. 23 and 24 and discharges through trap on "K" deck to bilge, between frames Nos. 29 and 30.

One (1) scupper on "H" deck between frames Nos. 23 and 24; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Pipe to be cleaned out, tested and made thoroughly watertight.

**No. 15 Scupper**

Leads from "G" deck between frames Nos. 31 and 32 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 31 and 32.

One (1) scupper on "G" deck in present latrine No. 1 between frames Nos. 31 and 32; 2½ inch lead pipe in good condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "G" deck between frames Nos. 31 and 32 in outside present latrine No. 1; 1½ inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 16 Scupper**

Leads from "F" deck between frames Nos. 35 and 36 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 35 and 36.

One (1) scupper on "F" deck between frames Nos. 35 and 36; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck between frames Nos. 35 and 36; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "G" deck in present latrine No. 2 between frames Nos. 35 and 36; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "H" deck between frames Nos. 35 and 36; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Scupper on "F" deck and scupper on "G" deck shall be removed from between frames Nos. 35 and 36 and installed between frames Nos. 37 and 38 to drain deck.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

**No. 17 Scupper**

Leads from "E" deck between frames Nos. 37 and 38 and discharges through two (2) clapper valves on ship's side on "J" deck between frames Nos. 36 and 37.

One (1) scupper on "E" deck between frames Nos. 37 and 38; 2½ inch lead pipe in fair condition; grating in good condition.

One (1) scupper on "F" deck in present wash room No. 31 between frames Nos. 37 and 38; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper on "F" deck in present wash room No. 31 between frames Nos. 37 and 38; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe on "F" deck in present wash room No. 31 between frames Nos. 36 and 37; 1½ inch lead pipe in fair condition.

One (1) scupper on "F" deck in present wash room No. 33 between frames Nos. 37 and 38; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Two (2) waste pipes on "F" deck in present wash room No. 33 between frames Nos. 37 and 38; 1½ inch lead pipe in fair condition. Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 18 Scupper

Leads from "H" deck between frames Nos. 35 and 36 and discharges through trap on "K" deck between frames Nos. 37 and 38 into bilge.

One (1) scupper on "H" deck between frames Nos. 35 and 36; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Scupper on "H" deck shall be removed from between frames Nos. 35 and 36 and installed between frames Nos. 37 and 38.

#### No. 19 Scupper

Leads from "J" deck between frames Nos. 37 and 38 and discharges into bilge. Main discharge 3 inch lead pipe.

One (1) scupper on "J" deck between frames Nos. 37 and 38; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 20 Scupper

Leads from "K" deck between frames Nos. 37 and 38 and discharges into bilge. Main discharge 3 inch lead pipe.

One (1) scupper on "K" deck between frames Nos. 37 and 38; 3 inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Pipe to be cleaned out, tested and made thoroughly watertight.

### SECTION 26

#### SCUPPERS FROM STERN TO FRAME No. 12

##### No. 1 Scupper

Leads from "E" deck, forward of Capstan Windlass, and discharges through one (1) clapper valve on ship's side on "H" deck, port side, between frames A and B.

One (1) scupper on "E" deck amidships, forward of Capstan Windlass; 2 inch lead pipe apparently in good condition; scupper grating in fair condition.

One (1) scupper in present Wash Room No. 57, "F" deck, between Frames E and F; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper in Capstan Engine Room, "F" deck, between Frames E and F; 2½ inch lead pipe to be renewed; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper in present Bath Room No. 50, "F" deck, 2½ inch pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe in present Bath Room No. 50, "F" deck; 1½ inch lead pipe in fair condition.

One (1) scupper in present Bath Room No. 48, "F" deck, Fantail; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe in present Bath Room No. 48, "F" deck; 1½ inch lead pipe in fair condition.

One (1) scupper in present Bath Room No. 44, "F" deck, between Frames E and F; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe in present Bath Room No. 44, "F" deck, between Frames E and F; 1½ inch lead pipe in fair condition.

One (1) scupper in storeroom on "F" deck, between frames A and B; 2½ inch lead pipe in poor condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe in present Bath Room No. 38, between Frames O and A, on "F" deck; 1½ inch lead pipe in poor condition.

One (1) waste pipe in present Bath Room No. 40, between Frames O and A, on "F" deck; 1½ inch lead pipe in poor condition.

One (1) waste pipe in present Bath Room No. 42, between Frames O and A, on "F" deck; 1½ inch lead pipe in poor condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

##### No. 2 Scupper

Leads from "F" deck, between frames Nos. 1 and 3, and discharges through one (1) double clapper valve on ship's side on "H" deck, between frames Nos. 1 and 2, port and starboard sides.

One (1) scupper in present wash room No. 38, between Frames Nos. 1 and 2 on "F" deck; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper in present Wash Room No. 40 between frames Nos. 1 and 2 on "F" deck; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper in present Wash Room No. 42 between frames Nos. 1 and 2 on "F" deck; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper in alleyway on "F" deck, between frames Nos. 2 and 3; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper in present Wash Room No. 49 on "F" deck, between frames Nos. 1 and 2; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper in present Wash Room No. 55 on "F" deck, between Frames A and B; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper in present Wash Room No. 53 on "F" deck, between Frames O and A; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper in alleyway between Frames O and A on "F" deck; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Three (3) waste pipes in present Wash Room No. 53; between Frames O and A, B and C, and D and E on "F" deck; 1½ inch galvanized iron pipe in fair condition.

Three (3) 1¼ inch branches, two (2) on starboard side and one (1) on port side; to be cut off and blanked.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

### No. 3 Scupper

Leads from Present Wash Room No. 47 on "F" deck between Frames Nos. 4 and 5 and discharges through one (1) double clapper valve on ship's side on "H" deck between Frames Nos. 4 and 5; starboard side, and also into No. 4 Scupper between Frames Nos. 6 and 7 on port side.

One (1) scupper in present Wash Room No. 47 on "F" deck between frames Nos. 4 and 5; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) 1¼ inch branch on "G" deck, to be blanked off.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

### No. 4 Scupper

Leads from present Wash Room on "F" deck between frames Nos. 5 and 6 and discharges through one (1) double clapper valve on ship's side on "H" deck, port side, between frames Nos. 6 and 7.

One (1) scupper in present Wash Room No. 45 on "F" deck between frames Nos. 6 and 7; 2½ inch lead pipe in poor condition; scupper grating and screw-down scupper valve to be renewed.

One (1) scupper in wash room No. 43 on "F" deck between frames Nos. 6 and 7; 2½ inch lead pipe in poor condition; scupper grating and screw-down scupper valve to be renewed.

Two (2) waste pipes in wash room No. 43, on "F" deck, between frames Nos. 6 and 7; 2½ inch lead pipes in poor condition.

One (1) scupper in Wash Room No. 41, on "F" deck, between frames Nos. 6 and 7; 2½ inch lead pipe in poor condition; scupper grating and screw-down scupper valve to be renewed.

Two (2) waste pipes in Wash Room No. 41, on "F" deck, between frames Nos. 6 and 7; 1½ inch lead pipes in poor condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

### No. 5 Scupper

Leads from after end of Steering Engine Room on "E" deck between frames Nos. 9 and 12 and discharges on port and starboard sides through two (2) clapper valves on ship's side on "J" deck between frames Nos. 11 and 12, each side of ship.

Two (2) scuppers in Steering Engine room between frames Nos. 9 and 10 on "E" deck; 2½ inch W. I. pipe apparently in good condition; scupper gratings in good condition.

One (1) scupper in wash room No. 39, "F" deck, between frames Nos. 10 and 11; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

Two (2) waste pipes in wash room No. 39, "F" deck, between frames Nos. 10 and 11; 2 inch lead pipe in fair condition.

One (1) scupper in wash room No. 37, "F" deck, between frames Nos. 10 and 11; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe in wash room No. 37, "F" deck, between frames Nos. 10 and 11; 1½ inch lead pipe in fair condition.

One (1) scupper in wash room No. 35, "F" deck, between frames Nos. 10 and 11; 2½ inch lead pipe in fair condition; scupper grating and screw-down scupper valve to be renewed.

One (1) waste pipe in wash room No. 35, "F" deck, between frames Nos. 10 and 11; 1½ inch lead pipe in fair condition.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

### No. 6 Scupper

Leads from "H" deck, port side, between frames Nos. 11 and 12 and discharges into bilge.

One (1) scupper on "H" deck between frames Nos. 11 and 12; scupper grating and screw-down scupper valve to be renewed; new 2½ inch line to be installed to lead into bilges.

#### No. 7 Scupper

Leads from "H" deck, starboard side, between frames Nos. 11 and 12 and discharges into bilge.

One (1) scupper on "H" deck between frames Nos. 11 and 12; scupper grating and screw-down scupper valve to be renewed; new 2½ inch line to be installed to lead into bilges.

### SECTION 27

#### SCUPPERS IN STOREROOMS AND REFRIGERATING ROOMS

##### Starboard Storeroom on "J" Deck

One (1) 2½ inch scupper in Compartment 15; apparently leads to bilge.

One (1) 2½ inch scupper in Compartment 5; apparently leads to bilge.

One (1) 2½ inch scupper in Compartment 1; apparently leads to bilge.

One (1) 2½ inch scupper in Hatch; apparently leads to bilge.

##### Starboard Ice Boxes on "K" Deck

One (1) 2½ inch scupper in Work Room No. 10.

One (1) 2½ inch scupper in Box No. 9.

One (1) 2½ inch scupper in Hatch.

One (1) 2½ inch scupper in Box No. 8.

One (1) 2½ inch scupper in fore and aft alleyway.

Two (2) 2½ inch scuppers in Box No. 7.

One (1) 2½ inch scupper in cross alleyway.

Two (2) 2½ inch scuppers in Box S.

All apparently lead into Bilge Tank in Starboard Alleyway.

##### Storerooms on Port Side on "J" Deck

One (1) 2½ inch scupper in Hatch; apparently leads to bilge tank in shaft alley.

One (1) 2½ inch scupper in Compartment 14; apparently leads to bilge tank in shaft alley.

One (1) 2½ inch scupper in Compartment 17; apparently leads to bilge tank in shaft alley.

#### Ice Boxes on "K" Deck

Two (2) 2½ inch scuppers in Box No. 10.

One (1) 2½ inch scupper in Work Room No. 10.

One (1) 2½ inch scupper in Hatch.

Two (2) 2½ inch scuppers in Box No. 13.

All apparently lead into Bilge.

One (1) 2½ inch scupper in Box No. 12.

One (1) 2½ inch scupper in Box No. 14.

One (1) 2½ inch scupper in Box No. 11.

Two (2) 2½ inch scuppers in passageway between Boxes.

One (1) 2½ inch scupper in fore and aft alleyway.

One (1) 2½ inch scupper in cross alleyway.

One (1) 2½ inch scupper in Electric Station No. 17.

One (1) 2½ inch scupper in Box No. 1.

One (1) 2½ inch scupper in Box No. 2.

Two (2) 2½ inch scuppers in Box No. 3.

One (1) 2½ inch scupper in Box No. 4.

One (1) 2½ inch scupper in Box No. 5.

All apparently lead into Bilge.

### SECTION 28

#### W. C. AND URINAL DRAINS, STARBOARD SIDE

##### No. 1 Soil Pipe

Leads from F Deck between stiffeners and fan tail, and discharges through two clapper valves on ship's side on H Deck, between frames A and B. Main discharge 6 inch lead pipe.

Two (2) branches on F Deck in Room 57; 4 inch lead pipe cemented over.

Three (3) branches on F Deck in Room 53 between frames A and B, B and C, and C and D; 4 inch lead pipe cemented over.

The above branches have no connection with any stools.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

##### No. 2 Soil Pipe

Leads from F Deck between frames 9 and 10, and discharges through two clapper valves on ship's side on H Deck, between frames 6 and 7. Main discharge 6 inch lead pipe.

Three (3) branches on F Deck between frames 5 and 6; 4 inch lead pipe cemented over.

One (1) branch on F Deck between frames 5 and 6; 4 inch lead pipe with trap cemented over.



One (1) branch on F Deck between frames 9 and 10; 3½ inch lead pipe with trap cemented over.

One (1) branch on H Deck between frames 6 and 7; 4 inch lead pipe cemented over.

The above branches have no connection with any stools.

One (1) waste pipe on F Deck between frames 7 and 8; 1½ inch W. I. pipe. This waste pipe to be taken out and blanked off on main soil pipe.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### **No. 3 Soil Pipe**

Leads from D Deck between frames 25 and 26, and discharges through one clapper valve on ship's side on J Deck, between frames 25 and 26. Main discharge 5 inch lead pipe.

Three (3) branches on D Deck between frames 25 and 26; 4 inch lead pipe in fair condition, cemented over. These branches have no connection with any stools.

One (1) waste pipe on E Deck between frames 25 and 26; 2 inch W. I. pipe. This waste pipe to be taken out and blanked off at main soil pipe.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### **No. 4 Soil Pipe**

Leads from G Deck between frames 34 and 35, and discharges through two clapper valves on ship's side on J Deck, between frames 34 and 35. Main discharge 6 inch lead pipe.

One (1) branch on G Deck between frames 36 and 37; 4 inch lead pipe in fair condition, cemented over.

Twelve (12) branches on G Deck between frames 34 and 35; 4 inch lead pipe in fair condition, cemented over.

The above branches are not connected to any stools.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### **No. 5 Soil Pipe**

Leads from F Deck between frames 37 and 38, and discharges through two clapper valves on ship's side on J Deck, between frames 36 and 37. Main discharge 4 inch lead pipe.

One (1) branch on F Deck between frames 37 and 38; 4 inch lead pipe in fair condition; cemented over.

One (1) branch on F Deck between frames 36 and 37; 4 inch lead pipe in fair condition; cemented over.

These branches are not connected to any stools.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### **No. 6 Soil Pipe**

Leads from G Deck between frames 44 and 45, and discharges through two clapper valves on ship's side on H Deck, between frames 44 and 45. Main discharge 7 inch lead pipe.

This soil line is athwartship and joins No. 3 Port soil line.

Seven (7) branches on G Deck between frames 44 and 45; 4 inch lead pipe in bad condition; cemented over.

Two (2) branches on G Deck between frames 44 and 45; 4 inch lead pipe in bad condition; cemented over.

The above branches are not connected to any stools.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### **No. 7 Soil Pipe**

Leads from G Deck between frames 48 and 49 and discharges through two clapper valves on ship's side on H Deck between frames 48 and 49. Main discharge 6 inch lead pipe.

This is an athwartship soil line and joins No. 4 port soil line.

Eleven (11) branches on G Deck between frames 48 and 49; 4 inch lead pipe in fair condition.

All these branches are cemented over and have no connection with any stools.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### **No. 8 Soil Pipe**

Leads from E Deck between frames 58 and 59, and discharges through one clapper valve on ship's side on J Deck, between frames 58 and 59. Main discharge 4 inch lead pipe.

One (1) branch on E Deck between frames 58 and 59; 4 inch lead pipe in fair condition; cemented over. This branch has no connection with any stool.

Valve and pipes to be cleaned out, tested and made thoroughly watertight.

#### **No. 9 Soil Pipe**

Leads from G Deck between frames 61 and 62, and discharges through two clapper valves on ship's side on J Deck, between frames 62 and 63. Main discharge 4 inch lead pipe.

One (1) branch on G Deck between frames 61 and 62; 4 inch lead pipe in fair condition. This branch is cemented over and has no connection with any stool.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 10 Soil Pipe

Leads from D Deck between frames 67 and 68, and discharges through one clapper valve on ship's side on J Deck, between frames 67 and 68. Main discharge 4 inch lead pipe.

Two (2) branches on D Deck between frames 67 and 68; 4 inch lead pipe in fair condition. These branches are cemented over and have no connection with any stools.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 11 Soil Pipe

Leads from H Deck between frames 71 and 72, and discharges through two clapper valves on ship's side on J Deck, between frames 71 and 72. Main discharge 7 inch lead pipe.

This is an athwartship soil line, and joins No. 5 port soil line.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 12 Soil Pipe

Leads from H Deck between frames 72 and 73, and discharges through two clapper valves on ship's side on J Deck, between frames 72 and 73. Main discharge 7 inch lead pipe.

This is an athwartship soil line, and joins No. 6 port soil line on H Deck.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 13 Soil Pipe

Leads from D Deck between frames 77 and 78, and discharges through two clapper valves on ship's side on J Deck, between frames 76 and 77. Main discharge 6 inch lead pipe.

Two (2) stools on D Deck between frames 77 and 78; 4 inch lead pipe in fair condition.

Two (2) branches on G Deck between frames 77 and 78; 4 inch lead pipe in fair condition.

These branches are cemented over and have no connection with any stools.

One (1) waste pipe on G Deck between frames 77 and 78; 3 inch lead pipe. This waste pipe to be taken out, relocated and blanked off at main soil pipe.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 14 Soil Pipe

Leads from H Deck between frames 88 and 89, and discharges through two clapper valves on ship's side on J Deck, between frames 88 and 89. Main discharge 4 inch lead pipe.

This is an athwartship soil line, and joins No. 8 port soil line on H Deck.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 15 Soil Pipe

Leads from G Deck between frames 92 and 93, and discharges through one clapper valve on ship's side on J Deck, between frames 92 and 93. Main discharge 6 inch lead pipe, in fair condition.

This is an athwartship soil line, and joins No. 10 port soil line on G Deck between frames 92 and 93.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 16 Soil Pipe

Leads from D Deck from Room D-359, and discharges through one clapper valve on ship's side on J Deck, between frames 93 and 94. Main discharge 6 inch lead pipe.

This is an athwartship soil line, and connects with No. 10 soil line port side on F Deck, between frames 92 and 93.

One (1) stool on D Deck and Room D-359; 4 inch lead pipe in fair condition.

One (1) branch 1½ inch pipe between soil lines Nos. 15 and 16 and leading overboard. This branch to be cut out and blanked off on ship's side, and at soil lines 15 and 16.

Valve and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 17 Soil Pipe

Leads from D Deck between frames 97 and 98, and discharges through one clapper valve on ship's side on J Deck, between frames 99 and 100. Main discharge 5 inch lead pipe.

One (1) stool on D Deck between frames 97 and 98; 4 inch lead pipe in fair condition.

One (1) branch on F Deck; ¾ inch lead pipe branch to be taken out and blanked off.

One (1) stool on H Deck between frames 100 and 101; 4 inch lead pipe in fair condition.

One (1) stool on H Deck between frames 98 and 99; 4 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 18 Soil Pipe

Leads from B Deck between frames 104 and 105, and discharges through one clapper valve on ship's side on J Deck, between frames 104 and 105. Main discharge 4 inch lead pipe.

One (1) branch on B Deck between frames 104 and 105; 4 inch lead pipe in fair condition; cemented over.

This branch is not connected to any stool.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 19 Soil Pipe

Leads from D Deck between frames 106 and 107, and discharges through one clapper valve on ship's side on H Deck, between frames 106 and 107. Main discharge 7 inch lead pipe.

One (1) stool on D Deck in Room D-355; 4 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 20 Soil Pipe

Leads from D Deck between frames 109 and 110, and discharges through one clapper valve on ship's side on J Deck, between frames 109 and 110. Main discharge 6 inch lead pipe.

One (1) stool on D Deck in Room D-353; 4 inch lead pipe in fair condition.

One (1) branch on E Deck in shower room No. 3; 4 inch lead pipe; cemented over, and has no connection with any stool.

One (1) branch on E Deck in shower room No. 5; 4 inch lead pipe; cemented over, and has no connection with any stool.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 21 Soil Pipe

Leads from D Deck between frames 111 and 112, and discharges through one clapper valve on ship's side on J Deck, between frames 111 and 112. Main discharge 4 inch lead pipe.

One (1) stool on D Deck in Room D-351; 4 inch lead pipe in fair condition.

One (1) branch on E Deck between frames 111 and 112; cemented over, and has no connection with any stool.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 22 Soil Pipe

Leads from G Deck between frames 118 and 119, and discharges through two clapper valves on ship's side on H Deck, between frames 119 and 120. Main discharge 7 inch lead pipe.

This is also an athwartship soil line, and joins No. 16 port soil line on H Deck, between frames 117 and 118.

Ten (10) branches on G Deck between frames 118 and 119; 4 inch lead pipe. These branches are cemented over, and have no connections with any stools.

One (1) waste pipe on G Deck; 2 inch lead pipe branching into No. 21 and 23 soil lines. This waste pipe to be taken out and blanked off at main soil pipes.

One (1) branch on H Deck; 2½ inch lead pipe to be disconnected and blanked off at main soil line and branch connected with scupper No. 86.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 23 Soil Pipe

Leads from C Deck between frames 121 and 122, and discharges through one clapper valve on ship's side on J Deck, between frames 121 and 122. Main discharge 5 inch lead pipe.

This is also an athwartship soil line, and connects with No. 17 port soil line on E Deck.

One (1) stool on C Deck in Room C-183; 4 inch lead pipe in fair condition.

One (1) stool on D Deck in Room D-337; 4 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 24 Soil Pipe

Leads from G Deck between frames 124 and 125, and discharges through two clapper valves on ship's side on H Deck, between frames 125 and 126. Main discharge 6 inch lead pipe.

This is also an athwartship soil line, and joins No. 18 port soil line.

Nine (9) branches on G Deck between frames 124 and 125; 4 inch lead pipe in fair condition. These branches are all cemented over, and have no connection with any stools.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 25 Soil Pipe

Leads from C Deck between frames 128 and 129, and discharges

through one clapper valve on ship's side on J Deck, between frames Main discharge 4 inch lead pipe.

One (1) stool on C Deck in Room C-173; 4 inch lead pipe in fair condition.

One (1) stool on C Deck in Room C-169; 4 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 26 Soil Pipe

Leads from C Deck between frames 134 and 135, and discharges through one clapper valve on ship's side on J Deck, between frames 134 and 135. Main discharge 4 inch lead pipe.

One (1) stool on C Deck, Room C-167; 4 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 27 Soil Pipe

Leads from C Deck between frames 141 and 142, and discharges through one clapper valve on ship's side on J Deck, between frames 141 and 142. Main discharge 4 inch lead pipe.

One (1) stool on C Deck in Room C-163; 4 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 28 Soil Pipe

Leads from G Deck between frames 144 and 145, and discharges through one clapper valve on ship's side on J Deck, between frames 146 and 147. Main discharge 7 inch lead pipe, in fair condition.

This is an athwartship soil line and joins No. 21 port soil line on H Deck.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 29 Soil Pipe

Leads from E Deck between frames 149 and 150, and discharges through one clapper valve on ship's side on J Deck, between frames 149 and 150. Main discharge 4 inch lead pipe.

One (1) branch on E Deck between frames 149 and 150; 4 inch lead pipe in fair condition. This branch is cemented over and has no connection with any stool.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 30 Soil Pipe

Leads from G Deck between frames 150 and 151, and discharges through two clapper valves on ship's side on H Deck, between frames 150 and 151. Main discharge 6 inch lead pipe.

This is an athwartship soil line, and connects with No. 23 port soil line.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 31 Soil Pipe

Leads from D Deck between frames 151 and 152, and discharges through one clapper valve on ship's side on H Deck, between frames 151 and 152. Main discharge 4 inch lead pipe.

One (1) stool on D Deck in Room D-281; 4 inch lead pipe in fair condition.

One (1) stool on D Deck in Room D-307; 4 inch lead pipe in fair condition.

One (1) branch on E Deck in Room E-491; 4 inch lead pipe in fair condition. This branch is cemented over and has no connection with any stool.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 32 Soil Pipe

Leads from C Deck between frames 154 and 155, and discharges through one clapper valve on ship's side on H Deck, between frames 154 and 155. Main discharge 6 inch lead pipe.

Two (2) stools on C Deck between frames 154 and 155; 4 inch lead pipe in fair condition.

Two (2) stools on D Deck between frames 154 and 155; 4 inch lead pipe in fair condition.

Two (2) branches on E Deck between frames 154 and 155; 4 inch lead pipe in fair condition.

These branches are cemented over and have no connection with any stools.

#### No. 33 Soil Pipe

Leads from D Deck between frames A and B, and discharges through one clapper valve on ship's side on J Deck, between frames A and B. Main discharge 4 inch lead pipe.

One (1) stool on D Deck in Room D-277; 4 inch lead pipe in fair condition.

One (1) stool on E Deck in Room E-491; 4 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 34 Soil Pipe

Leads from D Deck between frames 152 and 153, and discharges through one clapper valve on ship's side on J Deck, between frames 152 and 153. Main discharge 4 inch lead pipe.

One (1) stool on D Deck in Room D-275; 4 inch lead pipe in fair condition.

One (1) stool on E Deck between frames 160 and 161 in Room E-485; 4 inch lead pipe in fair condition.

One (1) stool on E Deck between frames 162 and 163; 4 inch lead pipe in fair condition.

One (1) branch on G Deck; 1½ inch iron pipe leads from main soil pipe to ship's side. This pipe to be taken out and blanked up at main soil pipe.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 35 Soil Pipe

Leads from E Deck between frames 167 and 168, and discharges through one clapper valve on ship's side on J Deck, between frames 166 and 167. Main discharge 4 inch lead pipe.

One (1) branch on E Deck between frames 167 and 168. This branch is cemented over and has no connection with any stool.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 36 Soil Pipe

Leads from C Deck between frames 175 and 176, and discharges through one clapper valve on ship's side on J Deck, between frames 175 and 176. Main discharge 4 inch lead pipe.

One (1) stool on C Deck in Room C-155; 4 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 37 Soil Pipe

Leads from F Deck between frames 179 and 180, and discharges through one clapper valve on ship's side on J Deck, between frames 180 and 181. Main discharge 4 inch lead pipe.

One (1) hole on E Deck between frames 179 and 180; blanked off and cemented over. This has apparently been for a soil pipe branch.

One (1) soil pipe branch on F Deck cut off between frames 179 and 180.

One (1) branch on F Deck between frames 178 and 179. This branch is cemented over and has no connection with any stool.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 38 Soil Pipe

Leads from C Deck between frames 181 and 182, and discharges through one clapper valve on ship's side on J Deck, between frames 181 and 182. Main discharge 4 inch lead pipe.

One (1) stool on C Deck in Room C-153; 4 inch lead pipe in fair condition.

One (1) stool on D Deck in Room D-265; 4 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 39 Soil Pipe

Leads from F Deck between frames 185 and 186, and discharges through one clapper valve on ship's side on J Deck, between frames 185 and 186. Main discharge 4 inch lead pipe.

One (1) hole on E Deck between frames 185 and 186; blanked off and cemented over. This has apparently been for a soil pipe branch.

One (1) soil pipe branch on F Deck between frames 185 and 186; disconnected and blanked off.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 40 Soil Pipe

Leads from D Deck between frames 187 and 188, and discharges through one clapper valve on ship's side on J Deck, between frames 187 and 188. Main discharge 4 inch lead pipe.

One (1) stool on D Deck in Room D-263; 4 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 41 Soil Pipe

Leads from C Deck between frames 192 and 193, and discharges through one clapper valve on ship's side on J Deck, between frames 192 and 193. Main discharge 4 inch lead pipe.

One (1) stool on C Deck in Room C-151; 4 inch lead pipe in fair condition.



Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 42 Soil Pipe

Leads from B Deck between frames 195 and 196, and discharges through two clapper valves on ship's side on J Deck, between frames 195 and 196. Main discharge 4 inch lead pipe.

Three (3) stools on B Deck between frames 195 and 196; 4 inch lead pipe in fair condition. There is a 4 inch lead trap connected with the above stool located on C Deck. This trap shall be taken out.

One (1) branch on C Deck between frames 199 and 200; 2 inch lead urinal pipe in fair condition. There is a  $\frac{3}{4}$  inch brass tube soldered into the above urinal pipe. This branch to be cut off and soldered.

One (1) branch on E Deck between frames 198 and 199; 1½ inch W. I. waste pipe. This branch to be taken out, relocated and main branch blanked off.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 43 Soil Pipe

Leads from C Deck between frames 199 and 200, and discharges through two clapper valves on ship's side on J Deck, between frames 199 and 200. Main discharge 6 inch lead pipe.

One (1) stool on C Deck in Room C-135; 4 inch lead pipe in fair condition.

One (1) stool on C Deck in Room C-149; 4 inch lead pipe in fair condition.

One (1) stool on D Deck in Room D-239; 4 inch lead pipe in fair condition.

One (1) stool on D Deck in Room D-257; 4 inch lead pipe in fair condition.

Two (2) branches on E Deck between frames 199 and 200. These branches are blanked off, and have no connection with any stools.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 44 Soil Pipe.

Leads from Navigating Bridge Deck between frames 204 and 205, and discharges through two clapper valves on ship's side on J Deck, between frames 203 and 204. Main discharge 6 inch lead pipe.

One (1) stool on Navigating Bridge Deck between frames 204 and 205; 4 inch lead pipe in fair condition.

One (1) branch pipe round Navigating Bridge Deck from two (2) urinals; 2 inch lead pipe in fair condition.

One (1) branch on B Deck; 4 inch lead pipe; this branch is cemented over and has no connection with any stool.

One (1) branch in Gent's Toilet leading from B Deck to C Deck. This branch to be taken out.

Three (3) stools on D Deck in Ladies' Toilet between frames 203 and 204; 4 inch lead pipe in fair condition.

Three (3) branches on E Deck in Ladies' Toilet; 4 inch lead pipe; cemented over. These branches have no connection with any stools.

Four (4) branches on F Deck between frames 200 and 201; and also trap on G Deck between frames 200 and 201. The above branch and trap to be taken out, and blanked at main soil line.

One (1) waste pipe on F Deck; 3 inch lead pipe from urinal in Gent's Toilet.

One (1) scupper on G Deck between frames 204 and 205. This scupper to be disconnected and connected to starboard scupper No. 44.

NOTE: The above is an athwartship soil line on G Deck between frames 203 and 204, and joins No. 37 Port soil line.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 45 Soil Pipe

Leads from G Deck between frames 205 and 206, and discharges through one clapper valve on ship's side on J Deck, between frames 205 and 206. Main discharge 4 inch lead pipe.

This is an athwartship scupper and joins No. 38 Port soil line.

Four (4) branches on G Deck to be disconnected and main soil line blanked off.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 46 Soil Pipe

Leads from A Deck between frames 207 and 208, and discharges through one clapper valve on ship's side on J Deck, between frames 207 and 208. Main discharge 4 inch lead pipe.

One (1) stool on A Deck between frames 207 and 208; 4 inch lead pipe in fair condition.

One (1) branch on A Deck between frames 207 and 208; 4 inch lead pipe; cemented over. This branch has no connection with any stool.

One (1) branch on A Deck between frames 207 and 208; 2 inch lead pipe from three (3) urinals in fair condition.

One (1) stool on C Deck in Room C-133; 4 inch lead pipe in fair condition.

One (1) stool on D Deck in Room D-227; 4 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 47 Soil Pipe

Leads from E Deck between frames 208 and 209, and discharges through one clapper valve on ship's side on J Deck, between frames 210 and 211. Main discharge 4 inch lead pipe.

One (1) branch on E Deck between frames 208 and 209; 4 inch lead pipe, cemented over. This branch has no connection with any stool.

One (1) branch on F Deck between frames 209 and 210; 4 inch lead pipe; cemented over. This branch has no connection with any stool.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 48 Soil Pipe

Leads from B Deck between frames 213 and 214, and discharges through one clapper valve on ship's side on J Deck, between frames 213 and 214. Main discharge 6 inch lead pipe.

One (1) stool on B Deck in Room 7-B; 4 inch lead pipe in fair condition.

One (1) stool on C Deck in Room C-129; 4 inch lead pipe in fair condition.

Two (2) stools on D Deck in Rooms D-221 and D-223; 4 inch lead pipe in fair condition.

Two (2) branches on E Deck between frames 214 and 215. These branches are cemented over, and have no connection with any stools.

One (1) branch on F Deck between frames 213 and 214; 4 inch lead pipe; cemented over. This branch has no connection with any stool.

NOTE: The above is an athwartship soil line, and joins No. 41 Port soil line on F Deck between frames 214 and 215.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 49 Soil Pipe

Leads from C Deck between frames 217 and 218, and discharges through one clapper valve on ship's side on J Deck, between frames 217 and 218. Main discharge 4 inch lead pipe.

One (1) stool on C Deck in Room C-123; 4 inch lead pipe in fair condition.

One (1) stool on D Deck (damaged) in Room D-129; 4 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 50 Soil Pipe.

Leads from Navigating Bridge Deck between frames 220 and 221, and discharges through one clapper valve on ship's side on J Deck, between frames 219 and 220. Main discharge 4 inch lead pipe.

One (1) stool on Navigating Bridge Deck in Captain's toilet; 4 inch lead pipe in fair condition.

One (1) branch on E Deck from Main soil line to ship's side; 1 inch W. I. pipe. This branch to be cut out and main soil line blanked off.

One (1) branch on F Deck between frames 219 and 220; 4 inch lead pipe; cemented over. This branch has no connection with any stool.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 51 Soil Pipe

Leads from C Deck between frames 224 and 225, and discharges through one clapper valve on ship's side on J Deck, between frames 224 and 225. Main discharge 4 inch lead pipe.

This is an athwartship soil line and joins No. 45 Port soil line on G Deck between frames 224 and 225. It also joins No. 45 Port soil line on H Deck, between frames 225 and 226.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 52 Soil Pipe

Leads from D Deck between frames 229 and 230, and discharges through two clapper valves on ship's side on J Deck, between frames 229 and 230. Main discharge 6 inch lead pipe.

One (1) stool on D Deck in Room D-123; 4 inch lead pipe in fair condition.

One (1) stool on D Deck in Room D-211; 4 inch lead pipe in fair condition.

One (1) branch on D Deck from main soil line to ship's side ¾ inch iron pipe. This line to be cut out and soil pipe on ship's side blanked off.

Two (2) branches on E Deck between frames 229 and 230; 4 inch lead pipe; cemented over. These branches have no connections with any stools.

Two (2) branches on F Deck between frames 228 and 230; 4 inch lead pipe; cemented over. These branches have no connection with any stools.

One (1) branch on G Deck between frames 229 and 230; 4 inch lead pipe; cemented over. These branches have no connections with any stools.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 53 Soil Pipe.

Leads from C Deck between frames Nos. 230 and 231, and discharges through two clapper valves on ship's side on "J" deck, between frames 230 and 231. Main discharge 6 inch lead pipe.

One (1) stool on "C" deck in Room C-112; 4 inch lead pipe in fair condition.

One (1) stool on D deck in room D-211, 4 inch lead pipe in fair condition.

One (1) branch on "D" deck between frames Nos. 230 and 231; 4 inch lead pipe; cemented over. This branch has no connection with any stool.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 54 Soil Pipe

Leads from "D" deck between frames Nos. 233 and 234, and discharges through two clapper valves on ship's side on "J" deck, between frames Nos. 233 and 234. Main discharge 6 inch lead pipe.

One (1) stool on "D" deck in room D-219; 4 inch lead pipe in fair condition.

One (1) branch on "E" deck between frames Nos. 233 and 234; 4 inch lead pipe; cemented over. This branch has no connection with any stool.

Three (3) branches on "F" deck between frames Nos. 233 and 234; 4 inch lead pipe; cemented over. These branches have no connections with any stools.

The above main is an athwartship soil line and joins No. 48 Port Soil line on "G" deck.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 55 Soil Pipe.

Leads from "E" deck between frames Nos. 235 and 236, and discharges through one clapper valve on ship's side on "J" deck, between frames Nos. 235 and 236. Main discharge 6 inch lead pipe.

This is an athwartship soil line and joins No. 49 Port Soil line on "F" deck.

Three (3) branches on "E" deck between frames Nos. 235 and 236; 4 inch lead pipe; cemented over. These branches have no connections with any stools.

One (1) branch on "H" deck to main soil line; 1 inch lead pipe. This branch to be cut out and blanked off at main soil pipe.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 56 Soil Pipe

Leads from "E" deck between frames Nos. 242 and 243, and discharges through two clapper valves on ship's side on "J" deck, between frames Nos. 242 and 243. Main discharge 4 inch lead pipe.

One (1) branch on "E" deck between frames Nos. 242 and 243; 4 inch lead pipe; cemented over. This branch has no connection with any stool.

One (1) branch on "E" deck between frames Nos. 242 and 243; 2 inch lead pipe from urinal.

One (1) stool on "F" deck between frames Nos. 240 and 241; 4 inch lead pipe in fair condition.

One (1) stool on "F" deck between frames Nos. 243 and 244; 4 inch lead pipe in fair condition.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 57 Soil Pipe

Leads from "D" deck between frames Nos. 264 and 265, and discharges through one clapper valve on ship's side on "J" deck, between frames Nos. 254 and 255. Main discharge 6 inch lead pipe.

Six (6) stools on "D" deck in Crew's Quarters; 5 inch lead pipe leading from these stools in fair condition.

Eight (8) stools on "D" deck in Crew's Quarters; 5 inch lead pipe in fair condition leading from these stools.

One branch on "E" deck; 2 inch lead pipe. This branch to be taken out.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 58 Soil Pipe

Leads from "D" deck between frames Nos. 268 and 269, and dis-

charges through two clapper valves on ship's side on "J" deck, between frames Nos. 268 and 269. Main discharge 5 inch lead pipe.

Two (2) Mohammedan toilets on "D" deck between frames Nos. 268 and 269; 4 inch lead pipe in fair condition.

One (1) branch on "G" deck between frames Nos. 268 and 269; 5 inch lead pipe; cemented over. This branch has no connection with any stool.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 59 Soil Pipe

Leads from "H" deck between frames Nos. 271 and 272, and discharges through two clapper valves on ship's side on "J" deck, between frames Nos. 271 and 272. Main discharge 4 inch lead pipe.

One (1) hole on "G" deck between frames Nos. 271 and 272 blanked off; no pipe.

NOTE: The above main soil line is blanked off on "H" deck.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 60 Soil Pipe

Leads from "F" deck between frames Nos. 282 and 283, and discharges through two clapper valves on ship's side on "J" deck, between frames Nos. 282 and 283. Main discharge 4 inch lead pipe.

One (1) branch on "F" deck between frames Nos. 282 and 283; 4 inch lead pipe; cemented over. This branch has no connection with any stool.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

### SECTION 29

#### W. C. AND URINAL DRAINS, PORT SIDE

##### No. 1 Soil Pipe

Leads from "F" deck between frames B and C and leads through bulkhead on "H" deck at frame C. Main discharge 6 inch lead pipe.

NOTE: Impossible to see ship's side discharge, at the present time.

Four (4) inch branches on "F" deck between frames B and C. Lead pipe in fair condition. These branches are cemented over and have no connection with any stools.

One (1) four inch branch on "F" deck between frames B and C leads through trap on "G" deck. Lead pipe in fair condition. This branch is cemented over and has no connection with any stool.

NOTE: The above branches are in present lavatory No. 44.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

##### No. 2 Soil Pipe

Leads from "H" deck between frames Nos. 34 and 35 and discharges through two clapper valves on ship's side on "J" deck, between frames Nos. 34 and 35. Main discharge 6 inch lead pipe.

NOTE: The above main line is an athwartship soil line, and joins No. 4 starboard soil line on "H" deck between frames Nos. 34 and 35.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

##### No. 3 Soil Pipe

Leads from "H" deck between frames Nos. 44 and 45 and discharges through two clapper valves on ship's side on "J" deck between frames Nos. 44 and 45. Main discharge 7 inch lead pipe in poor condition.

NOTE: The above main line is an athwartship soil line, and joins No. 6 starboard soil line on "H" deck between frames Nos. 44 and 45.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

##### No. 4 Soil Pipe

Leads from "H" deck between frames Nos. 48 and 49, and discharges through two clapper valves on ship's side on "H" deck between frames Nos. 48 and 49. Main discharge 7 inch lead pipe in fair condition.

NOTE: The above main line is an athwartship soil line and joins No. 7 starboard soil line on "H" deck between frames Nos. 48 and 49.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

##### No. 5 Soil Pipe

Leads from "D" deck between frames Nos. 70 and 71 and discharges through two clapper valves on ship's side on "J" deck between frames Nos. 71 and 72. Main discharge 6 inch lead pipe.

NOTE: The above main line is an athwartship soil line, and joins No. 11 starboard soil line on "H" deck between frames Nos. 71 and 72.

Two (2) branches on "G" deck between frames Nos. 68 and 69; 4 inch lead pipe in poor condition.

Two (2) branches on "G" deck between frames Nos. 70 and 71; 4 inch lead pipe in poor condition.

Twelve (12) branches on "G" deck between frames Nos. 71 and 72; 4 inch lead pipe in fair condition.

One (1) branch on "E" deck between frames Nos. 71 and 72; 4 inch lead pipe in fair condition.

One (1) branch on "D" deck between frames Nos. 70 and 71; 4 inch lead pipe in fair condition.

NOTE: The above branches are cemented over and have no connection with any stools.

NOTE: Scupper No. 42 port side connects into this soil line on "G" deck, between frames Nos. 70 and 71.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 6 Soil Pipe

Leads from "D" deck between frames Nos. 74 and 75, and discharges through two clapper valves on ship's side on "J" deck, between frames Nos. 72 and 73. Main discharge 6 inch lead pipe. The above main line is an athwartship soil line, and joins No. 12 starboard soil line on "H" deck between frames Nos. 72 and 73.

Nine (9) branches on "G" deck between frames Nos. 72 and 73; 4 inch lead pipe in fair condition.

Two (2) branches on "G" deck between frames Nos. 73 and 74; 4 inch lead pipe in fair condition.

One (1) branch on "D" deck between frames Nos. 74 and 75; 4 inch lead pipe in fair condition.

The above branches are cemented over and have no connection with any stools.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 7 Soil Pipe

Leads from E deck between frames Nos. 76 and 77, and discharges through two clapper valves on ship's side on "J" deck, between frames Nos. 76 and 77. Main discharge 4 inch lead pipe.

The above main line is an athwartship soil line, and joins No. 13 starboard soil line on "H" deck between frames Nos. 76 and 77.

One (1) branch on "E" deck between frames Nos. 76 and 77; 4 inch lead pipe in fair condition.

Two (2) branches on "G" deck between frames Nos. 76 and 77; 4 inch lead pipe in fair condition.

The above branches are cemented over and have no connections with any stools.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 8 Soil Pipe

Leads from "G" deck between frames Nos. 88 and 89, and dis-

charges through two clapper valves on ship's side on "J" deck, between frames Nos. 88 and 89. Main discharge 5 inch lead pipe.

NOTE: The above main line is an athwartship soil line, and joins No. 14 starboard soil line on "H" deck between frames Nos. 88 and 89.

Two (2) stools on "G" deck between frames Nos. 88 and 89; 4 inch lead pipe in fair condition.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 9 Soil Pipe

Leads from "D" deck between frames Nos. 93 and 94, and discharges through one clapper valve on ship's side on "J" deck, between frames Nos. 93 and 94. Main discharge 4 inch lead pipe.

One (1) branch on "D" deck between frames Nos. 93 and 94; 4 inch lead pipe in fair condition.

This branch is cemented over and has no connection with any stool.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### Garbage Chute

Soil connection to garbage chute on "G" deck between frames Nos. 92 and 93.

Three (3) branches on "G" deck between frames Nos. 90 and 91, 89 and 90, and 88 and 89. All 4 inch lead pipe. These branches are to be cut out, and garbage chute to be blanked off at soil connection branch.

#### No. 10 Soil Pipe

Leads from "A" deck between frames Nos. 93 and 94, and discharges through two clapper valves on ship's side on "J" deck, between frames Nos. 98 and 99. Main discharge 6 inch lead pipe.

NOTE: Lead of main pipe to be altered to better advantage.

Two (2) stools on "A" deck between frames Nos. 95 and 96, and frames Nos. 96 and 97; 4 inch lead pipe in fair condition.

One (1) waste pipe on "A" deck between frames Nos. 95 and 96; 2 inch lead pipe. This pipe to be taken out, and connection blanked.

One (1) waste pipe on "A" deck between frames Nos. 96 and 97; 2 inch lead pipe. This pipe to be taken out, and connection blanked.

Three (3) stools on "C" deck between frames Nos. 93 and 94; 4 inch lead pipe in fair condition.

Two (2) stools on "B" deck between frames Nos. 93 and 94; 4 inch lead pipe in fair condition.

One (1) stool on "D" deck between frames Nos. 97 and 98; 4 inch lead pipe in fair condition.



Five (5) branches on "E" deck between frames Nos. 93 and 97; 4 inch lead pipe in fair condition.

The above branches are cemented over and have no connection with any stools.

Five (5) branches on "E" deck between frames Nos. 92 and 93; 4 inch lead pipe in fair condition.

The above branches are cemented over and have no connection with any stools.

Three (3) branches on "C" deck between frames Nos. 93 and 94. These branches are to be installed and connected up to main soil line to take in three new stools.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 11 Soil Pipe

Leads from "D" deck between frames Nos. 100 and 101 and discharges through one clapper valve on ship's side on "J" deck between frames Nos. 100 and 101. Main discharge 4 inch lead pipe.

One (1) stool on "D" deck between frames Nos. 100 and 101; 4 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 12 Soil Pipe

Leads from "C" deck between frames Nos. 105 and 106 and discharges through ship's side on "J" deck, between frames Nos. 104 and 105. Main discharge 4 inch lead pipe.

NOTE: Impossible to see ship's side discharge at the present time

Two (2) stools on "C" deck in rooms C-188 and C-186; 4 inch lead pipe in fair condition.

One (1) waste pipe on "D" deck between frames Nos. 105 and 106; 3 inch lead pipe to be taken out and main line blanked up.

One (1) stool on "D" deck between frames Nos. 100 and 101; 4 inch lead pipe in fair condition. This line connects with soil line No. 13 on "E" deck, between frames Nos. 106 and 107.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 13 Soil Pipe

Leads from "C" deck between frames Nos. 104 and 105 and discharges through ship's side on "J" deck between frames Nos. 106 and 107. Main discharge 6 inch lead pipe.

NOTE: Impossible to see ship's side discharge at the present time.

One (1) stool on "C" deck between frames Nos. 104 and 105; 4 inch lead pipe in fair condition.

One (1) stool on "D" deck between frames Nos. 106 and 107; 4 inch lead pipe in fair condition.

Two (2) branches on "E" deck between frames Nos. 106 and 107; 4 inch lead pipe in fair condition.

These branches are cemented over and have no connections with any stools.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 14 Soil Pipe

Leads from "D" deck between frames Nos. 110 and 111 and discharges through one clapper valve on "H" deck, between frames Nos. 108 and 109. Main discharge 7 inch lead pipe.

Two (2) scuppers on "F" deck, 4 inch lead pipe connected to soil line on "H" deck through 7 inch trap. These scuppers are to be taken out and connected to scupper lines, and main soil line blanked.

Two (2) stools on "H" deck between frames Nos. 110 and 111 on port side; 4 inch lead pipe in fair condition.

Two (2) stools on "D" deck between frames Nos. 110 and 111 on starboard side; 4 inch lead pipe in fair condition.

One (1) branch on "E" deck between frames Nos. 110 and 111 and present latrine No. 7; 4 inch lead pipe to be taken out and connection blanked off.

One (1) branch on "E" deck between frames Nos. 110 and 111 and latrine No. 4; 4 inch lead pipe to be taken out and connection blanked, off.

Two (2) branches on "E" deck between frames Nos. 108 and 109 and present No. 7 latrine; 4 inch lead pipe cemented over.

Two (2) branches on "E" deck between frames Nos. 108 and 109 and present latrine No. 4; 4 inch lead pipe cemented over.

The above four branches have no connections with any stools.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 15 Soil Pipe

Leads from "C" deck between frames Nos. 111 and 112, and discharges through ship's side on "J" deck, between frames Nos. 111 and 112. Main discharge 4½ inch lead pipe.

NOTE: Impossible to see ship's side discharge at the present time.

One (1) stool on "C" deck in room C-184; 4 inch lead pipe in fair condition.

One (1) stool on "D" deck in room D-352; 4 inch lead pipe in fair condition.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 16 Soil Pipe

Leads under "G" deck from starboard side of ship between frames Nos. 117 and 118, and discharges through two clapper valves on ship's side on "H" deck between frames Nos. 117 and 118. Main discharge 7 inch lead pipe.

This is an athwartship line and connects with soil line No. 22 on starboard side.

One (1) branch from ventilator on "H" deck between frames Nos. 117 and 118 connects to the above soil line 2 inch lead pipe. This branch is to be cut off and main line blanked.

Valves and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 17 Soil Pipe

Leads from "D" deck from room C-118 and discharges through ship's side on "J" deck, between frames Nos. 121 and 122. Main discharge 6 inch lead pipe.

NOTE: Impossible to see ship's side discharge at the present time.

One (1) stool on "C" deck in room C-182; 4 inch lead pipe in fair condition.

One (1) stool on "D" deck in room D-338; 4 inch lead pipe in fair condition.

One (1) athwartship branch on "E" deck between frames Nos. 120 and 121 connects with soil line No. 23 on starboard side; 4 inch lead pipe in fair condition.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 18 Soil Pipe

Leads from under "G" deck between frames Nos. 125 and 126, and discharges through two clapper valves on "H" deck, between frames Nos. 125 and 126. Main discharge 7 inch lead pipe. This is an athwartship line and joins soil line No. 24 on starboard side.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 18—A Soil Pipe

Leads from "C" deck between frames Nos. 128 and 129, and discharges through one clapper valve on ship's side on "J" deck, between frames Nos. 128 and 129.

One (1) stool on "C" deck in room C-174; 4 inch lead pipe in fair condition.

One (1) stool on "C" deck in room C-170; 4 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 19 Soil Pipe

Leads from "C" deck between frames Nos. 134 and 135, and discharges through one clapper valve on ship's side on "J" deck, between frames Nos. 134 and 135. Main discharge 4 inch lead pipe.

One (1) stool on "C" deck in room C-166; 4 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 20 Soil Pipe

Leads from "C" deck between frames Nos. 141 and 142, and discharges through one clapper valve on ship's side on "J" deck, between frames Nos. 141 and 142. Main discharge 4 inch lead pipe.

One (1) stool on "C" deck in room C-160; 4 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 21 Soil Pipe

Leads from "G" deck between frames Nos. 144 and 145, and discharges through one clapper valve on ship's side on "J" deck, between frames Nos. 146 and 147. Main discharge 7 inch lead pipe.

This is an athwartship soil line and joins No. 28 starboard soil line. Seven (7) branches on "G" deck between frames Nos. 144 and 145; 4 inch lead pipe cemented over.

The above branches have no connections with any stools.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 22 Soil Pipe

Leads from "E" deck between frames Nos. 149 and 150, and discharges through one clapper valve on ship's side on "J" deck, between frames Nos. 149 and 150. Main discharge 4 inch lead pipe.

One (1) branch on "E" deck between frames Nos. 149 and 150; 4 inch lead pipe cemented over and has no connection with any stool.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 23 Soil Pipe

Leads from "G" deck between frames Nos. 150 and 151 and dis-

charges through two clapper valves on ship's side on "H" deck between frames Nos. 150 and 151. Main discharge 7 inch lead pipe.

This is also an athwartship line and joins No. 30 starboard soil line.

Seven (7) branches on "G" deck between frames Nos. 150 and 151; 4 inch lead pipe in fair condition. These branches are all cemented over and have no connection with any stool.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 24 Soil Pipe

Leads from "D" deck between frames Nos. 151 and 152 and discharges through one clapper valve on ship's side on "H" deck, between frames Nos. 151 and 152. Main discharge 4 inch lead pipe.

One (1) stool on "D" deck in room D-280; 4 inch lead pipe in fair condition.

One (1) stool on "D" deck in room D-306; 4 inch lead pipe in fair condition.

One (1) branch on "E" deck in room E-492; 4 inch lead pipe in fair condition. This branch is cemented over and has no connection with any stool.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 25 Soil Pipe

Leads from "C" deck between frames Nos. 154 and 155, and discharges through one clapper valve on ship's side on "H" deck, between frames 155 and 156. Main discharge 6 inch lead pipe.

Two (2) stools on "C" deck between frames Nos. 154 and 155; 4 inch lead pipe in fair condition.

Two (2) stools on "D" deck between frames Nos. 154 and 155; 4 inch lead pipe in fair condition.

Two (2) branches on "E" deck between frames Nos. 154 and 155; 4 inch lead pipe cemented over. These branches have no connections with any stools.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 26 Soil Pipe

Leads from D Deck between frames A and B and discharges through one clapper valve on ship's side on J Deck between frames A and B. Main discharge 4 inch lead pipe.

One (1) stool on D Deck in Room D-276; 4 inch lead pipe in fair condition.

One (1) stool on E Deck in Room E-492; 4 inch lead pipe in fair condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 27 Soil Pipe

Leads from D Deck between frames Nos. 162 and 163, and discharges through one clapper valve on ship's side on J Deck between frames Nos. 162 and 163. Main discharge 4 inch lead pipe.

One (1) stool on D Deck in Room D-274; 4 inch lead pipe in fair condition.

One (1) stool on E Deck in Room E-486; 4 inch lead pipe in fair condition.

One (1) stool on E Deck between frames Nos. 162 and 163; 4 inch lead pipe in fair condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 28 Soil Pipe

Leads from E Deck between frames Nos. 167 and 168 and discharges through one clapper valve on ship's side on J Deck between frames Nos. 167 and 168. Main discharge 4 inch lead pipe.

One (1) branch on E Deck between frames Nos. 167 and 168; 4 inch lead pipe cemented over. This branch has no connection with any stool.

One (1) branch on F Deck between frames Nos. 167 and 168; 4 inch lead pipe cemented over. This branch has no connection with any stool.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 29 Soil Pipe

Leads from G Deck between frames Nos. 168 and 169 and discharges through one clapper valve on ship's side on J Deck between frames Nos. 168 and 169. Main discharge 4 inch lead pipe.

Two (2) branches on G Deck between frames Nos. 168 and 169; 4 inch lead pipe cemented over. These branches have no connection with any stools.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 30 Soil Pipe

Leads from C Deck between frames Nos. 175 and 176 and discharges through one clapper valve on ship's side on J Deck between frames Nos. 175 and 176. Main discharge 4 inch lead pipe.

One (1) branch on C Deck in Room C-154; 4 inch lead pipe in fair condition.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 31 Soil Pipe

Leads from E Deck between frames Nos. 179 and 180 and discharges through one clapper valve on ship's side on J Deck between frames Nos. 180 and 181. Main discharge 4 inch lead pipe.

One (1) branch on E Deck between frames Nos. 179 and 180; 4 inch lead pipe cemented over. This branch has no connection with any stool.

One (1) branch on F Deck between frames Nos. 178 and 179; 4 inch lead pipe cemented over. This branch has no connection with any stool.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 32 Soil Pipe

Leads from C Deck between frames Nos. 181 and 182 and discharges through one clapper valve on ship's side on J Deck between frames Nos. 181 and 182. Main discharge 4 inch lead pipe.

One (1) branch on C Deck in Room C-152; 4 inch lead pipe cemented over. This branch has no connection with any stool.

One (1) stool on C Deck in Room C-164; 4 inch lead pipe in fair condition.

Valves and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 33 Soil Pipe

Leads from F Deck between frames Nos. 185 and 186 and discharges through one clapper valve on ship's side on J Deck between frames Nos. 185 and 186. Main discharge 4 inch lead pipe.

One (1) hole on E Deck between frames Nos. 185 and 186 blanked off.

One (1) main line blanked off on F Deck between frames Nos. 185 and 186.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 34 Soil Pipe

Leads from G Deck between frames Nos. 187 and 188 and discharges through one clapper valve on ship's side on J Deck between frames Nos. 187 and 188. Main discharge 4 inch lead pipe.

One (1) stool on D Deck in Room D-162; 4 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 35 Soil Pipe

Leads from C Deck between frames Nos. 192 and 193 and discharges through one clapper valve on ship's side on J Deck between frames Nos. 192 and 193. Main discharge 4 inch lead pipe.

One (1) stool on D Deck in Room D-150; 4 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 36 Soil Pipe

Leads from C Deck between frames Nos. 199 and 200 and discharges through one clapper valve on ship's side on J Deck between frames Nos. 199 and 200. Main discharge 6 inch lead pipe.

One (1) stool on C Deck in Room C-134; 4 inch lead pipe in fair condition.

One (1) branch on C Deck between frames Nos. 199 and 200 for Room C-148; 4 inch lead pipe cemented over. This branch has no connection with any stool.

One (1) stool on D Deck in Room D-256; 4 inch lead pipe in fair condition.

One (1) stool on D Deck in Room D-228; 4 inch lead pipe in fair condition.

Two (2) branches on E Deck between frames Nos. 199 and 200; 4 inch lead pipe cemented over. These branches have no connections with any stools.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 37 Soil Pipe

Leads from Navigating Bridge Deck between frames Nos. 203 and 204 and discharges through two clapper valves on J Deck between frames Nos. 203 and 204. Main discharge 6 inch lead pipe.

This is an athwartship soil line and joins No. 44 of starboard soil line on G Deck between frames Nos. 203 and 204.

One (1) stool in Officer's toilet Navigating Bridge between frames Nos. 203 and 204; 4 inch lead pipe in fair condition.

Two (2) stools in Ladies' Toilet C Deck between frames Nos. 203 and 204; 4 inch lead pipe in fair condition.

One (1) stool in Gents' Toilet D Deck between frames Nos. 203 and 204; 4 inch lead pipe in fair condition.

Three (3) branches on D Deck between frames Nos. 203 and 204; 4 inch lead pipe cemented over. These branches have no connection with any stools.

Two (2) branches on E Deck between frames Nos. 203 and 204; 4 inch lead pipe cemented over. These branches have no connection with any stools.

Five (5) branches on F Deck between frames Nos. 203 and 204; 4 inch lead pipe cemented over. These branches have no connections with any stools.

One (1) branch from urinal on G Deck between frames Nos. 203 and 204; 2½ inch lead pipe in fair condition.

Valve and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 38 Soil Pipe

Leads from G Deck between frames Nos. 205 and 206 and discharges through two clapper valves on ship's side on J Deck between frames Nos. 205 and 206. Main discharge 6 inch lead pipe.

Two (2) branches on G Deck between Nos. 205 and 206 to be taken out and main line blanked.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 39 Soil Pipe

Leads from C Deck between frames Nos. 207 and 208 and discharges through one clapper valve on ship's side on J Deck between frames Nos. 207 and 208. Main discharge 4 inch lead pipe.

One (1) stool on C Deck in Room C-132; 4 inch lead pipe in fair condition.

One (1) stool on D Deck in Room D-226; 4 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 40 Soil Pipe

Leads from F Deck between frames Nos. 212 and 213 and discharges through two clapper valves on ship's side on J Deck between frames Nos. 212 and 213. Main discharge 4 inch lead pipe.

One (1) branch on F Deck between frames Nos. 212 and 213; 4 inch lead pipe cemented over. This branch has no connection with any stool.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 41 Soil Pipe

Leads from C Deck between frames Nos. 213 and 214 and discharges through one clapper valve on ship's side on J Deck between frames Nos. 213 and 214. Main discharge 6 inch lead pipe.

This is an athwartship line and connects with soil line No. 48, starboard side on F Deck between frames Nos. 214 and 215.

One (1) stool on C Deck in Room C-130; 4 inch lead pipe in fair condition.

One (1) stool on D Deck in Room D-224; 4 inch lead pipe in fair condition.

One (1) stool on D Deck in Room D-222; 4 inch lead pipe in fair condition.

Two (2) branches on E Deck between frames Nos. 214 and 215; 4 inch lead pipe cemented over. These branches have no connections with any stools.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 42 Soil Pipe

Leads from F Deck between frames Nos. 215 and 216 and discharges through two clapper valves on ship's side on J Deck between frames Nos. 215 and 216. Main discharge 4 inch lead pipe.

One (1) branch on F Deck between frames Nos. 215 and 216; 4 inch lead pipe cemented over. This branch has no connection with any stool.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 43 Soil Pipe

Leads from C Deck between frames Nos. 217 and 218 and discharges through two clapper valves on ship's side on J Deck between frames Nos. 217 and 218. Main discharge 4 inch lead pipe.

One (1) stool on C Deck in Room C-124; 4 inch lead pipe in fair condition.

One (1) stool on D Deck in Room D-220; 4 inch lead pipe in fair condition.

One (1) branch on F Deck between frames Nos. 219 and 220; 4 inch lead pipe cemented over. This branch has no connection with any stool.

One (1) branch on G Deck between frames Nos. 212 and 213; 4 inch lead pipe cemented over.

One (1) branch on G Deck between frames Nos. 211 and 212; 4 inch lead pipe cemented over.

One (1) branch on G Deck between frames Nos. 218 and 219; 4 inch lead pipe cemented over.

The above branches have no connections with any stools.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.



**No. 44 Soil Pipe**

Leads from Navigating Bridge Deck between frames Nos. 219 and 220 and discharges through one clapper valve on ship's side on J Deck between frames Nos. 219 and 220. Main discharge 4 inch lead pipe.

One (1) stool on Navigating Bridge Deck in Officer's Quarters 4 inch lead pipe in fair condition.

One (1) waste pipe on Navigating Bridge from urinal in Officer's Quarters; 2 inch lead pipe in fair condition.

One (1) air pipe branch on E Deck; 1 inch lead pipe to be taken out and blanked at main soil line.

One (1) air pipe branch on G Deck; 1 inch lead pipe to be taken out and blanked at main soil line.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

**No. 45 Soil Pipe**

Leads from B Deck between frames Nos. 224 and 225 and discharges through two clapper valves on ship's side on J Deck between frames Nos. 224 and 225. Main discharges 4 inch lead pipe.

This is an athwartship line and joins No. 51 starboard soil on C Deck between frames Nos. 225 and 226; and also joins No. 51 starboard soil line on H Deck between frames Nos. 225 and 226.

Two (2) branches on D Deck in Ladies' Toilet; 4 inch lead pipe cemented over. These branches have no connections with any stools.

One (1) stool on B Deck in Room B-6; 4 inch lead pipe in fair condition.

One (1) branch on G Deck between frames Nos. 225 and 226; 4 inch lead pipe cemented over.

One (1) branch on G Deck between frames Nos. 225 and 226; 4 inch lead pipe cemented over.

These branches have no connections with any stools.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

**No. 46 Soil Pipe**

Leads from B Deck between frames Nos. 229 and 230 and discharges through two clapper valves on ship's side on J Deck between frames Nos. 229 and 230. Main discharge 6 inch lead pipe.

This is an athwartship line and joins No. 58 starboard soil line on C Deck.

One (1) stool on B Deck in Room B-1; 4 inch lead pipe in fair condition.

One (1) stool on B Deck in Room B-2; 4 inch lead pipe in fair condition.

One (1) stool on D Deck in Room D-212; 4 inch lead pipe in fair condition. There is a  $\frac{3}{4}$  inch air pipe line on D Deck to be taken out and blanked at main soil pipe.

One (1) stool on D Deck in Room D-214; 4 inch lead pipe in fair condition.

Two (2) branches on E Deck between frames Nos. 229 and 230; 4 inch lead pipe. These branches are blanked off and have no connection with any stools.

Two (2) branches on F Deck between frames Nos. 228 and 230; 4 inch lead pipe cemented over. These branches have no connections with any stools.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

**No. 47 Soil Pipe**

Leads from B Deck between frames Nos. 230 and 231 and discharges through one clapper valve on ship's side on J Deck between frames Nos. 230 and 231. Main discharge 4 inch lead pipe.

One (1) stool on B Deck in Gents' Toilet 4 inch lead pipe in fair condition.

One (1) stool on C Deck in Room C-114; 4 inch lead pipe in fair condition.

One (1) air pipe branch on E Deck;  $\frac{3}{4}$  inch iron pipe to be taken out and blanked off at main soil line.

The above line is an athwartship soil line and joins No. 53 Starboard soil line on H Deck between frames Nos. 230 and 231.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

**No. 48 Soil Pipe**

Leads from C Deck between frames Nos. 233 and 234 and discharges through two clapper valves on ship's side on J Deck between frames Nos. 233 and 234. Main discharge 6 inch lead pipe.

One (1) stool on C Deck in Room C-101; 4 inch lead pipe in fair condition.

One (1) stool on D Deck in Room D-210; 4 inch lead pipe in fair condition.

One (1) stool on D Deck in Room D-200; 4 inch lead pipe in fair condition.

One (1) branch on E Deck between frames Nos. 233 and 234; 4 inch lead pipe cemented over.

Three (3) branches on F Deck between frames Nos. 232 and 233; 4 inch lead pipe cemented over. These branches have no connections with any stools.

One (1) branch on F Deck between frames Nos. 232 and 233; 3½ inch lead pipe with trap. This branch to be taken out and blanked at main soil line.

One (1) four inch branch on F Deck between frames Nos. 232 and 233; 4 inch lead pipe. This branch to be taken out and blanked off at main soil line. The above main is an athwartship line and joins No. 58 starboard soil line on G Deck between frames Nos. 233 and 234.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 49 Soil Pipe

Leads from C deck between frames Nos. 235 and 236 and discharges through one (1) clapper valve on ship's side on J deck between frames Nos. 135 and 136. Main discharge 6 inch lead pipe.

One (1) stool on C deck in room C-100; 4 inch lead pipe in fair condition.

One (1) waste pipe on E deck; 2 inch lead pipe from urinal in fair condition.

The (1) air pipe branch on F deck; 1 inch lead pipe to be taken out and blanked off at ship's side and main soil line.

The above main is an athwartship line and joins No. 55 Starboard soil line on F deck between frames Nos. 235 and 236.

Valve and piping to be cleaned out, tested and made thoroughly watertight.

#### No. 50 Soil Pipe

Leads from F Deck between frames Nos. 236 and 237 and discharges through one clapper valve on ship's side on J Deck between frames Nos. 236 and 237. Main discharge 4 inch lead pipe.

One (1) branch on F Deck from Gents' urinal; 1½ inch lead pipe between frames Nos. 236 and 237.

Main line blanked off on G Deck between frames Nos. 236 and 237.

One (1) branch on H Deck; 1 inch lead pipe to be taken out blanked off at main soil line.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 51 Soil Pipe

Leads from D Deck between frames Nos. 255 and 256 and discharges through one clapper valve on ship's side on J Deck between frames Nos. 255 and 256. Main discharge 5 inch lead pipe.

Eight (8) stools on D Deck; 5 inch lead pipe leading from these stools in fair condition.

Six (6) stools on D Deck; 5 inch lead pipe leading from these stools in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 52 Soil Pipe

Leads from G Deck between frames Nos. 268 and 269 and discharges through two clapper valves on J Deck between frames Nos. 268 and 269. Main discharge 5 inch lead pipe.

One (1) branch on G Deck; 5 inch lead pipe; between frames Nos. 268 and 269; cemented over. This branch has no connection with any stool.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

#### No. 53 Soil Pipe

Leads from D Deck between frames Nos. 271 and 272 and discharges through two clapper valves on ship's side on J Deck between frames Nos. 271 and 272. Main discharge 5 inch lead pipe.

Two (2) Mohammedan stools on D Deck between frames Nos. 271 and 272; 4 inch lead pipe in fair condition.

One (1) branch on G Deck between frames Nos. 271 and 272; 4 inch lead pipe cemented over. This branch has no connection with any stool.

Valve and pipes to be cleaned out, tested and made thoroughly watertight.

#### No. 54 Soil Pipe

Leads from E Deck between frames Nos. 278 and 279 and discharges through one clapper valve on ship's side on J Deck between frames Nos. 278 and 279. Main discharge 4 inch lead pipe.

One (1) branch on E Deck between frames Nos. 277 and 278; 4 inch lead pipe cemented over. This branch has no connection with any stool.

One (1) branch on E Deck between frames Nos. 278 and 279; 4 inch lead pipe cemented over. This branch has no connection with any stool.

One (1) branch on F Deck between frames Nos. 278 and 279 from scupper to be taken out and blanked off at main soil line.

One (1) branch on F Deck between frames Nos. 278 and 279; 2 inch lead pipe in fair condition.

Valve and pipe to be cleaned out, tested and made thoroughly watertight.

**No. 55 Soil Pipe**

Leads from F Deck between frames Nos. 301 and 302 and discharges through two clapper valves on ship's side on J Deck between frames Nos. 301 and 302. Main discharge 4½ inch lead pipe.

One (1) branch on F Deck between frames Nos. 301 and 302; 4½ inch lead pipe cemented over. This branch has no connection with any stool.

Valves and pipes to be cleaned out, tested and made thoroughly watertight.

**TITLE IX**  
**STEAM HEATING**

## TITLE IX STEAM HEATING

### Par. 1—General Requirements

The vessel shall be fitted with a Steam Heating System which will heat the ship efficiently and economically during the severest winter conditions apt to prevail on the North Atlantic route.

The ship to be heated throughout with steam at a maximum pressure of 30 lbs. per square inch, but all pipes, radiators and other material to be used in the 30 lb. system must be tested to 75 lbs. steam pressure, except that all piping between the auxiliary steam lines and the outlet of the last reducing valve on the 30 lb. system will be tested to 460 lbs. per square inch. Such tests must be made in the presence of the Agent's inspectors.

Attention is called to the fact that while the spaces forward of Frame No. 245 and below "D" Deck are in general heated by a Thermo Tank System, certain rooms within these compartments, including toilets and washrooms, are not connected to this system. These rooms shall be fitted with steam radiators.

Attention is also called to the importance of reducing the weight of the steam heating equipment to a minimum compatible with reliability, durability and strength, and contractors are invited to submit suggestions and recommendations for equipment which will reduce the weight and still give the requisites mentioned above. Radiators to be made of non-corrosive metal of the pressed type.

The contractor shall develop and submit for approval a complete set of detailed working drawings, showing clearly the position and types of cut-out steam and exhaust valves and reducing valves, location of joints and leads and dimensions of pipes, and position of all heating units in public rooms, open spaces, passengers' rooms, lavatories and baths, crew's accommodations and other parts of the ship. The heating surface of each radiator to be clearly set forth, also the cubic capacities of space to be warmed by each radiator.

### Par. 2—Existing Pipes and Radiators

All parts of the existing steam heating systems which cannot be utilized in their present position as a part of the new system shall be removed, and all damage caused by their removal will be made good.

All copper pipes which may be removed on account of their leads not being suitable for the new installation, but which can stand the 75

lbs. test pressure will be used in the new system whenever their sizes permit. Existing copper coil radiators in inaccessible places, such as under windows in first class Social Hall, where there are numbers of small joints which cannot be reached, and in other public rooms where similar conditions apply, shall be removed. Efficient radiators, with a minimum number of flanges, joints and glands shall be substituted. Where radiators are to be installed in any part of the ship, special care must be taken to place them where they will interfere in the least possible manner with the open floor spaces. Throughout the ship, efficient insulation shall be fitted where radiators are located against sides of vessel, bulkheads, partitions, etc., and the radiators shall be placed so as to throw out the maximum amount of heat into the spaces which are to be heated. This is most important and must be carefully carried into effect.

### Par. 3—Heating of Public Rooms and Open Spaces

Wherever stairways, landings and open spaces surrounding the stairways are located, special care to be exercised in working out the surface required per heating unit, as owing to the fact that doors leading out to the upper decks will be opened frequently, and in many instances left open through carelessness, the downward cold draught will rapidly cool these places. Rooms surrounding such places shall also receive careful attention, and a larger radiating surface allowed than would be required for rooms located in more sheltered positions.

The above applies to all open spaces where passengers embark or disembark. The ship's side doors at these entrance hallways are large, and will necessarily be kept open for hours at a time on sailing or arriving days.

Special care must also be given to the large public rooms throughout the vessel. The spaces to be heated are large, and it will be necessary to install ample heating units.

### Par. 4—Pipes

All steam and exhaust pipes to be of solid drawn copper with brazed metal flanges; each individual length of pipe to be as long as circumstances will permit; i.e. the number of joints must be reduced to the minimum. All risers and supply pipes shall be of straight lengths where possible, excepting where expansion bends may be required. Bellows expansion joints may be fitted in risers where it is not possible to bend pipe. From the risers branch pipes shall be taken at each deck and led overhead fore and aft in passageways; these branch pipes to be kept as free as possible from pockets or dips on both steam and return lines. The small steam pipes, leading from fore and aft branch pipes to in-

dividual radiators in rooms, to be as short and direct leads as possible. The steam and return pipes shall where practicable follow the general leads of the water pipes. All joints shall as far as practicable be placed in the same beam spaces as joints in the water pipes.

The supply pipes to the individual radiators not exceeding 25 sq. ft. surface shall be  $\frac{3}{8}$ " diameter. The supply pipes to individual radiators exceeding 25 sq. ft. surface shall be  $\frac{1}{2}$ " diameter. The return pipes for the various radiators shall be the same diameter as the supply pipes.

The radiators will be fitted with supply steam valves of the "Webster" modulating type or equal, designed for a working pressure of 50 lbs. per square inch. Return steam valves on radiators to have a detachable handle, the same to be removed after the heating engineer has set the valves. The return main in passageways shall have an area equivalent to the combined area of all the radiator returns connected thereto. This arrangement does not contemplate excessive pipe sizes, i.e. over 3". It is to be understood that the connection between mains and risers need not be increased above the size, even though such connection may handle the return from two or three headers.

The small return pipe from each heating unit to be led down through the deck to the return fore and aft branch below; i.e. all returns from "C" Deck radiators will pass down through "C" Deck, and join the return line on "D" Deck underneath; this system to be followed throughout the ship. No rising return pipes will be allowed; all return pipes must lead down. All the fore and aft return branch pipes to return to the trunks and join the vertical return pipes leading to engine room.

Safety valves in duplicate, each of ample area, shall be placed, one at the top of each riser and one at the outlet side of the last reducing valve, to handle the excess steam pressure should the reducing valves fail to work.

Supply pipes, with the necessary cut-out valves, shall be taken from the auxiliary steam line in way of the risers, and as previously stated; the idea is to have four main risers and four connections to the auxiliary steam line.

A shut off globe valve is to be placed at each deck connection with the deck line as shown on type plans.

Globe valves shall be fitted on the return steam lines on each deck to control the circuit, similar to the steam line.

The return risers will be connected to a fore and aft main running through machinery spaces and connecting to auxiliary atmospheric condensers.



The drains from the steam heating system will be connected to the new drainage condenser with cut-out valve and also to each of the auxiliary condensers with cut-out valves.

The thermo tank steam supply to be taken from the base of the riser about No. 208 and led through the new pipe tunnel, connecting to the thermo tanks.

Suitable drain cocks or plugs to be fitted throughout the system.

#### Par. 5—Pipe Joints and Flanges

All flanges for joints to be of the hydraulic type with two bolts to each pair of flanges. These flanges to be of the spigot type. This applies to all pipes, except connections to individual radiators and flanges in main risers.

All flanges on the steam and return systems shall be faced up true before being bolted together, in order to not put unnecessary strain on the joints.

All joints to be placed in such position that nuts and bolts can easily be reached by a wrench.

All jointing material to be of the best quality and subject to the approval of the Agent.

#### Par. 6—Reducing Valves

Reducing valves to be of the Auld type or equal as approved, three pressure stages, total reduction of 235 to 30 lbs.

#### Par. 7—Steam and Return Valves and Fittings

Steam globe valves, 3" and over, to have cast steel body and Monel metal trimmings; those under 3" to have brass body and brass mountings and to be extra heavy pattern.

Return globe valves, 3" and over, to have cast iron body and brass mountings, standard weight; those under 3" to have brass body and brass mountings and to be of standard pattern.

All valves under 3" to have brass bodies with brass mountings.

All valves for steam pressure over 50 lb. to be extra heavy, flange type, fitted with forged steel crossheads, brass bushed and bolted bonnets.

All valves for steam pressure under 50 lb. to be of standard weight, flange type, fitted with cast yoke and bolted bonnets.

All fittings below 3" to be of brass; fittings 3" and above to be of cast steel.

Wherever pipes pass thru steel bulkheads, fittings of the three flange, spool type, as approved by the Agent will be used. Sandwiched joints

will not be permitted. Also wherever pipes pass through decks a proper flanged fitting shall be used.

Where pipes pass through wooden bulkheads, sheet metal, air space, dust proof collars shall be fitted.

#### Par. 8—Radiators

Radiators to be of most efficient type available must be strong, light, easily kept clean externally, and at the same time harmonize as far as possible with the decorative effects of the room in which they are placed.

The two radiators in all outside rooms are to be connected with an 1½" dia. brass pipe top and bottom thus making the two radiators function as one, with one steam and one return valve.

In public rooms in general, sill-heater type of radiators (3" copper pipe) shall be used in place of the radiators referred to above, being more suitable for these particular spaces. These sill-heaters shall be covered with brass guards perforated in suitable design.

Radiators in rooms where not concealed behind paneling shall be of the single column type.

#### Par. 9—Pipe Covering

Detailed instructions relative to pipe covering are given in Title I, Sect. 3, Par. 30.

## TITLE X VENTILATION

## TITLE X VENTILATION

### Par. 1—General Conditions and Requirements

For the proper and necessary ventilation of passengers', officers' and crew's quarters, bath rooms and toilet rooms, swimming pool, galley and pantry compartments, storerooms etc., there are installed 111 electrically driven fans, 57 supply and 54 exhaust, most of them located on open decks and connected to the various rooms and compartments with steel ducts and pipes, except in a few instances where wood ducts have been used.

The principal rooms and compartments into which air is forced are:—all passenger, officers' and crew's rooms, first class Social Hall, Winter Garden, Restaurant, Library, Dining Saloon and Lobbies, second-class Social Hall and Dining Saloon, third-class Dining Saloon, fourth-class, Engineers', Petty Officers' and crew's messrooms, swimming pool, galleys and pantries on F deck, and provision and storerooms. The principal rooms and compartments from which air is exhausted are:—first-class Social Hall, Winter Garden, Restaurant, Library, Smoking Room, Gymnasium, Dining Saloon and Lobbies, second and third-class Smoking Rooms, Petty Officers' and crew's rooms, all bath and toilet spaces, hospitals, galleys and pantries on E and F decks, provision rooms and dynamo rooms.

Thermo tanks are fitted in conjunction with the fans supplying air to the fourth-class passenger quarters (systems Nos. 83-84-86-87-101-102) thus providing for heating and ventilating about 66% of the cubic space of these compartments. The balance depends upon natural ventilation and direct radiation. The thermo tank apparatus is now intact and in fair condition.

An ozone apparatus is installed on "G" Deck for the purpose of ozoning the air in the smoking rooms, bath and toilet rooms, swimming pool, fourth class passenger quarters and provision and refrigerating rooms, this apparatus working in conjunction with supply fans and ducts of the respective rooms. This apparatus is now intact and in fair condition. It shall be placed in first class condition.

The various ventilation systems as installed on board the vessel are in most cases adequate for necessary and required changes of air. However, due to certain alterations from the original arrangement of quarters, etc., the following additional ventilating systems are necessary and shall be installed:—

To provide air supply to the coal bunker spaces on H Deck between Nos. 126 and 218 (a portion of which space will also be used, when so found necessary, for emergency 4th class passenger accommodation), there shall be provided eight 5000 cu. ft. supply fans, two to each compartment and as further dealt with in Title II, Part 2, Section 16.

To provide ventilation for bathrooms on C, D, E and F Decks between Nos. 220 and 224 in spaces previously occupied by ventilating trunks, there shall be installed two new exhaust fans, each of a capacity of 500 cu. ft. per minute. These exhaust fans shall be located on the A deck level within the above referred to ventilating trunk and discharge pipes carried up to the atmosphere through top of Officers' deckhouse.

To provide ventilation for the Plumber shop on J Deck between No. 219 and 224 and for the Blacksmith shop on K Deck between Nos. 219 and 224, two exhaust fans, each of a capacity of 1500 cu. ft. per minute shall also be installed on the A Deck level in the above referred to air trunks between Nos. 220 and 224.

Supply and exhaust ventilation shall be arranged for each battery compartment of the Storage Battery room on D Deck. The exhaust shall be obtained by means of an electric driven exhaust fan capable of changing the air in each compartment every five minutes. The fan to have all exposed parts painted with acid-proof paint.

On the decks where the bulkheads, partitions, etc., forming the passenger and crew accommodations have been removed and shall be rebuilt and also in spaces where modifications are to be made to existing quarters, the greater amount of the ventilating ducts and also a considerable amount of branch pipes have been left undisturbed and in fair condition. The missing duct and branch pipes shall be replaced. In replacing these ducts and pipes, the branch pipes shall be so arranged and located as to provide a direct air inlet to each individual room, the size of the branch pipes to be proportioned to the number of people accommodated in the individual rooms. In some instances it will also be necessary to slightly modify existing ducts and pipes for the purpose of providing direct air inlets to each individual room. In this connection special attention shall be given to ventilation of the passenger quarters on J Deck forward of No. 245 and of baggage and freight spaces forward of No. 224 due to their proximity to the fuel oil compartments.

The fan motors with their equipment are dealt with in the electrical installation specifications. All of the fans are secured in their proper places, are practically intact and generally in good condition. They shall, however, be thoroughly overhauled, all fan casings removed and if found necessary scraped and cleaned, fan blades examined and thoroughly overhauled and put in first-class working order, all bearings examined, dam-

aged or defective parts repaired or replaced, the true and balanced running of the fans ascertained and the whole of the apparatus put in a perfect running order. In some cases the intake openings of the supply fans are located so close to the discharge openings of the exhaust fans and other hot or foul air escape or discharge openings as to make it certain or likely that the foul air is drawn into the supply fans. This defect shall be remedied by relocating the in or outlets, extending the ducts, etc., all to the Agent's approval. Especial attention is to be given to the exhaust outlets from the hospital spaces in order that the foul air may be carried clear of the ship. The hoods, stationary and adjustable, over the in and outlets, with their wire mesh screens shall be overhauled and repaired and replaced where missing or damaged.

Where special ventilating systems, etc., have been installed since the steamer came under the control of the United States such systems shall be retained or removed as Agent may direct. No changes of this nature shall be made without Agent's specific approval in writing being first obtained.

The ventilation equipment as a whole, including thermo tanks and ozone apparatus, which latter apparatus is also dealt with in Title VI, shall be thoroughly gone over, cleaned, scaled and painted and in all respects put in first-class working condition. All ventilating ducts and pipes shall be thoroughly cleaned out and any obstructions within them removed.

Where, due to changes in accommodations, etc., any portion of existing ventilating ducts, pipes or equipment is rendered unnecessary in the reconditioning, the same shall be removed if not otherwise directed by the Agent.

#### Par. 2—Schedule of Fans, Etc.

The following is a list of the various systems as they exist and their functions. The information is for contractor's convenience only:—

System No.	Fan No.	Type	Location of Fan	Purpose
1	213	Sup.	Bridge, portside	1st Cl. S.R.'s, B, C, D and E Decks
2	211	Exh.	Bridge, portside	1st Cl. Library & Toilets, B, C, D, E and F Decks
3	214	Sup.	Bridge, stbd. side	1st Cl. S.R.'s, B, C, D and E Decks
4	212	Exh.	Bridge, stbd. side	1st Cl. Library & Toilets, B, C, D, E and F Decks
5	204	Sup.	Bridge Dk. portside	1st Cl. S.R.'s on E and F Decks
6	205	Sup.	Bridge Dk. stbd. side	1st Cl. S.R.'s on E and F Decks
7	206	Sup.	Bride Dk. stbd. side	Crew's Space on G & H Decks, forward

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System No.	Fan No.	Type	Location of Fan	Purpose
8	207	Sup.	Bridge Dk. portside	Crew's Space forward on G Deck
9	208	Sup.	Bridge Dk. portside	First-Class Library and Staircase
10	210	Exh.	Bridge Dk. stbd. side	Toilets on A and B Decks and Bar
11	209	Exh.	Bridge Dk. Cent. Line	1st Cl. Smoking Room
12	203	Exh.	Bridge Dk. stbd. side	1st Cl. Staircase
13	190	Sup.	Bridge, portside	1st Cl. Social Hall
14	191	Exh.	Bridge, stbd. side	1st Cl. Staircase and 1st Cl. Gymnasium
15	192	Exh.	Bridge, stbd. side	1st Cl. Social Hall
16	198	Exh.	A Dk. stbd. side	Toilets C and D Decks
17	197	Exh.	A Dk. portside	Toilets C and D Decks
18	188	Sup.	Top of Dk. Hse., A Dk. stbd. side	1st Cl. Dining Saloon, starboard side
19	186	Exh.	"	Toilets & Baths on C, D and E Decks
20	184	Exh.	"	1st Cl. Dining Saloon
21	182	Sup.	"	1st Cl. S.R.'s on C and D Decks
22	180	Exh.	"	1st Cl. Dining Saloon
23	177	Sup.	"	1st Cl. S.R.'s on D and E Decks
24	185	Exh.	"	Winter Garden
25	187	Sup.	Top of House, A Dk. port side	1st Cl. Dining Saloon, port side
26	183	Exh.	"	1st Cl. Dining Saloon
27	181	Sup.	"	1st Cl. S.R.'s on C & D Decks
28	179	Exh.	Top of Deck Hse., A Dk. portside	1st Cl. Dining Saloon and Dome
29	176	Sup.	"	1st Cl. S.R.'s on D and E Decks
30	178	Sup.	"	Crew's Quarters, G Deck, forward
31	174	Exh.	Top of Dk. Hse., A Dk., stbd. side	Restaurant, B Deck
32	172	Exh.	"	Stairs and Vestibules, 1st Cl. and Crew's Spaces, A Deck
33	173	Exh.	Top of Dk. Hse. A Dk. Center Line	Crew's Spaces G and H Decks, forward
34	171	Sup.	Bridge Dk. portside	Winter Garden
35	166	Sup.	"	Crew's Space G & H Decks
36	168	Exh.	"	Toilets C, D and E Decks
37	170	Sup.	Bridge Dk. stbd. side	Restaurant
38	169	Exh.	"	Toilets B, C, D & E Decks
39	167	Sup.	"	Crew's Quarters, G & H Decks, forward
40	165	Sup.	"	1st Cl. Dining Saloon, starboard side
41	162	Sup.	Bridge Dk. port, aft	1st & 2nd Cl. S.R.'s, C dk. & 1st Cl. S.R.'s D Deck
42	164	Sup.	"	1st Cl. Dining Saloon, portside
43	160	Exh.	"	Galley F Deck, rooms at turbine shafts A & B Decks

## Title X

System No.	Fan No.	Type	Location of Fan	Purpose
44	152	Exh.	Bridge Dk. Center Line Aft	Restaurant & Galley on A Deck and Toilets on C Deck
45	153	Exh.	"	2nd Cl. Smoking Room
46	153-A	Exh.	Bridge Dk. stbd. side	Bridge Rooms, B Deck
47	159	Exh.	"	Toilets, E & G Decks
48	163	Sup.	"	1st & 2nd Cl. S.R.'s on C Deck and 1st Cl. S.R.'s on D Deck
49	161	Sup.	"	Storerooms, F Deck rooms and turbine shaft A and B Decks
50	218	Exh.	Bridge Dk. after bhd. stbd. side	F Deck Galley and Pantry
51	147	Sup.	Bridge Dk. Center line, aft	F Deck Galley and Second Class S.R.'s H Deck
52	148	Sup.	Bridge Dk. stbd. side aft	F Deck Galley and Second Class S.R.'s H Deck
53	201	Exh.	A Dk. portside	Toilets on E & F Decks
54	199	Sup.	"	1st Cl. S.R.'s on E & F Decks, and Crew on G Deck
55	195	Sup.	A Deck portside	1st Cl. Storerooms on C and D Decks
56	193	Exh.	"	Toilets and Baths on D, E & F Dks. & Children's Room, F Dk.
57	150	Exh.	"	1st & 2nd Cl. Galleys and Pantries
58	151	Exh.	A Deck stbd. side	1st & 2nd Cl. Galleys
59	146	Exh.	A Deck, Center Line aft	2nd Class Staircase
60	202	Exh.	A Deck, stbd. side	Toilets, E and F Decks
61	200	Sup.	"	1st Cl. S.R.'s on E and F Decks
62	196	Sup.	"	1st Cl. S.R.'s on C and D Decks
63	194	Exh.	"	Toilets & Baths on D, E & F Decks & Children's Room
64	189	Sup.	Elev. Mach. room A Dk. forward	Crew's space on G Deck
65	124	Sup.	C Dk. for'd cent. line	Pipe Tunnel and Ice Mach. Room
66	121	Exh.	"	Toilets, E, F and G Decks & Sub-signal room
67	95	Sup.	D Deck, portside ford.	Perishable Freight, L Deck
68	91	Exh.	"	Toilets & Baths E & F Decks & Crew's space on G Deck
69	92	Exh.	D dk. for'd on cent. line	Crews Quarters, H Deck
70	93	Exh.	D Dk. forwd. stbd. side	Hospitals, E, F, & G Decks fwd.
71	94	Exh.	"	1st Cl. Post & Package Room & Provision Room, forward
72	113	Exh.	C Dk. stbd. side aft	Toilets E & G Decks and Bar on D Deck



## Title X

<i>System No.</i>	<i>Fan No.</i>	<i>Type</i>	<i>Location of Fan</i>	<i>Purpose</i>
73	114	Exh.	C Dk. stbd. side aft	Dynamo Room & Double Bottom
74	110	Exh.	"	Provision Room, Parcel Post and Head Steward's Room
75	109	Exh.	C Dk. aft. Center Line	Galley on E Deck and Toilets on G Deck
76	112	Sup.	C Dk. portside, aft	2nd Cl. S.R.'s E Dk., Prov. Room & Prov. Cooling Room
77	108	Exh.	C Dk. on Cent. Line aft	2nd Cl. Passageway and Social Hall
78	107	Sup.	C Dk. stbd. side aft	2nd Cl. Social Hall
79	86	Sup.	D Dk. stbd. side aft.	3rd Cl. S.R.'s, F, G & H Decks & Crew's Space on G & H Decks
80	103	Exh.	Top of after Dk. Hse. D Dk. on Cent. Line	Toilets & Baths on F Deck
81	104	Exh.	Top of after Dk. Hse. D Dk. stbd. side	3rd Cl. Smoking Room & 3rd Cl. Ladies' Lounge
82	105	Exh.	"	Toilets & Baths on G Deck & Package Storeroom J & K Dks.
83	83	Sup.	E Dk. for'd portside	4th Cl. S.R.'s on F, G, H & J Dks.
84	84	Sup.	E Dk. for'd stbd side	4th Cl. S.R.'s on F, G, H & J Dks.
85	96	Sup.	"	4th Cl. S.R.'s on H & J Decks
86	81	Sup.	E Dk. for'd port side	4th Cl. S.R.'s on F, G, H & J Dks. & E Deck Promenade
87	82	Sup.	E Dk. for'd stbd. side	4th Cl. S.R.'s on F, G, H & J Dks. & D Deck Promenade
88	80	Exh.	E Dk. in Emergency Dynamo Room	Emergency Dynamo Room
89	76	Sup.	E Dk. port side frs. 61-62	2nd Cl. Dining Saloon
90	77	Sup.	E Dk. stbd. side frs. 65-66	2nd Cl. Staterooms G & H Decks
91	47	Exh.	Forced draft fan room G Deck, fr. 218	Toilets & Baths on G Deck
92	45	Exh.	G Dk. stbd. frs. 196-197	Crew's Quarters G Deck
93	41	Exh.	G Dk. in elec. store-room. Frs. 135-136 port side	Crew's Quarters G Deck
94	31	Sup.	H Deck, frame 178	Swimming baths
95	32	Sup.	H Deck, frame 178	Swimming baths
96	122	Exh.	C Dk. for'd port side	4th Cl. Galley, Washrooms on E Deck and Toilets on G Deck
97	66	Sup.	F Dk. frame 137 on Center Line	1st Cl. Staterooms on F Deck and Crew's Quarters on G Deck
98	39	Sup.	G Dk frames 91 and 92 stbd.	2nd Cl. Quarters on G Deck
99	46	Exh.	G Dk. vent. mach. rm. frs. 201-202 portside	Crew's Quarters G & H Decks
100	123	Sup.	C Dk. stbd. side for'd	Crew's Space E & F Decks

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## Title X

<i>System No.</i>	<i>Fan No.</i>	<i>Type</i>	<i>Location of Fan</i>	<i>Purpose</i>
101	99	Sup.	D Dk. in for'd Dk. house, stbd.	4th Cl. Staterooms, G, H and J Decks
102	98	Sup.	D Dk. in for'd Dk. house, port side	4th Cl. Staterooms, G, H and J Decks
103	69	Exh.	E Dk. aft of rudder machine room.	Crew's Space on G & H Decks
104	75	Sup.	E Dk. frame 55, stbd. side	3rd Cl. Saloon on E Deck
105	42	Exh.	G Dk. frame 157, port side	Crew's Quarters on G Deck
106	19	Sup.	After provision room	Circulation of air in Provision Room
107	20	Sup.	"	"
108	21	Sup.	"	"
109	22	Sup.	"	"
110	23	Sup.	"	"
111	24	Sup.	"	"

## Par. 3—Ventilating Ducts, Pipes and Fittings

The ventilating ducts and pipes throughout the vessel are generally intact but require local repairs. Where sections of pipes have been removed, they are to be replaced with material equal to the original. Where changes are to be made from the original layout of rooms and quarters, the necessary and corresponding changes of, and addition to, the ventilating piping shall be made.

The supply and exhaust ducts for the 1st class Social Hall, and located in the skylight over said room are made of wood. These wooden ducts shall be replaced by steel ducts. The distributing ducts built in the door and window frames of this room, are also built of wood and this structure shall be retained. A small amount of wooden vent ducts also exist in the 2nd class accommodation on H deck; these shall be removed, as they are not necessary in the reconditioning.

On and above "D" deck the fittings for the piping, viz: hangers, terminals, registers, louvres, dampers with their controlling apparatus, grills and screens at outlets, etc., are in general intact and in fair condition. Below the "D" deck a great portion of these fittings have been removed and those in place are in general in bad condition. These fittings throughout the vessel are to be carefully gone over, repaired and put in first-class condition where practical to do so, elsewhere and where missing they shall be replaced with fittings, duplicates of the originals or of types satisfactory to the Agent. In all rooms including smoking rooms, libraries, social halls, dining saloons, lobbies, etc., and staterooms the grill work or other orifice at the in and outlets of the ventilating piping shall, when so required by the Agent, be replaced with new material and

of design to harmonize with the architecture of the rooms and to the Agent's approval. Special attention shall be given to the louvre and damper control devices. In the first class staterooms and also in other rooms, wire and pulleys of flimsy construction are used in connection with these devices and shall be replaced by more substantial fittings. The control device for all other dampers and blowers shall be carefully examined, repaired and refinished and put in perfect working condition.

Where new ducts and pipes are to be fitted, they shall be constructed in the manner and of the thickness, etc., material stipulated in the General Specifications of the Navy Department governing such work.

#### Par. 4—Instruction and Identification Plates.

In way of the controlling levers of louvres and dampers in public rooms shall be fitted plates of white metal or other type approved by the Agent, giving information relative to the functioning of the apparatus.

Proper numbering plates or identification marks shall be affixed to the inlets and outlets of the system and all fans shall be similarly marked to identify what system the inlets, outlets or fans belong to.

Name and number plates shall be provided for all vent cowls.

#### Par. 5—Inspection and Test

A thorough inspection so far as practicable, and tests shall be made of all ducts and pipes to ascertain that no rubbish or foreign matter of any kind is lodged within them preventing the free flow of air.

In running preliminary tests of existing equipment, it has been found that due possibly to vibrations of fan foundations, unbalanced wheels within the fans or otherwise an objectionable noise is carried into some of the public rooms on B Deck. This trouble shall be investigated and rectified.

Upon the completion of the reconditioning of the ventilating systems with their appurtenances complete and thorough tests, to the Agent's satisfaction, shall be run on each system to demonstrate that everything is in perfect working order and all or any defects developed during the same shall be properly remedied.

## TITLE XI TOPSIDES

## SECTION 1

### GENERAL REQUIREMENTS

The instructions and requirements contained in this Title are intended to cover necessary and required removal, repair, replacement and renewal of existing and furnishing of additional parts and portions of what is usually, and in the Agent's opinion, considered classed under the term "Top Sides," such as guard rails and their supports, awnings and their supports, weather cloths, bulwarks, rigging and cargo gear, ladders, lookout stations on masts, etc., mooring and belaying bitts, chocks and cleats, flagstaffs, gun platforms, wood decking, painting and finish, etc.

The Agent has made a survey of the existing conditions and the same is contained in the following sections together with an approximate idea of what will be required to put all of the work in satisfactory and workable condition. It is, however, understood that the contractor shall, on his own accord, examine all of the items involved and perform all the work necessary to put everything in a condition satisfactory to the Agent, regardless of the fact that detailed instructions may not be given herein relative to some of the items. The quantities, etc. given, are to be considered approximate and subject to modifications.

All standing and running rigging, including running gear for winches and booms, shall be examined and repaired under the Agent's direction and replacements made as may be necessary to place the same in a first-class condition, including new coatings of pitch. All rigging screws, blocks and appurtenances of every kind shall be examined and made workable and shackles and other parts renewed as necessary to place the same in a thoroughly workable condition.

Necessary rails shall be provided to prevent people from falling overboard between or at the ends of the lifeboats. All hand rails, including bulwark rails, shall be cleaned, scraped, repolished, repaired and replaced where missing.

Four "Kent" Clear View Screens shall be fitted to the bridge, one at either side of the bridge screen, utilizing for this purpose two of the present glass windows therein, and two screens mounted on standards on the open bridge at either side of the enclosed screen shall be furnished.

The middle crow'snest on the foremast was damaged during a recent fire. The damage shall be repaired and the nest put in first class condition. The five ship's bells have the original name of the vessel engraved. This marking shall be removed and the new name of the vessel substituted.

The final painting of the Top Sides and Superstructure is to be postponed until just prior to the completion of the reconditioning of the steamer so as to permit the vessel to present as satisfactory appearance as possible when put in service.

## SECTION 2

## GENERAL REPAIR AND REPLACEMENTS

## Par. 1—Flying Bridge

T. & G. wind deflector around forward rail to be removed and replaced by a deflector as per plan furnished by Agent, main rail to be scraped and hardwood finished.

Direction finder house to be removed.

Rail and coaming around companionway to Bridge Deck to be scraped and hardwood finished.

Present temporary cover over ventilating chute to be removed. Both doors and operating gear to be overhauled and put in operating condition.

Holes in top of chute to be filled by electric welding on port and starboard sides.

Margin plank on port and starboard sides of ventilating chute, approximately 12 feet renewed where voice tubing has been removed.

Two shelter tables in forward part of Flying Bridge to be removed.

One hardwood desk and locker, 24 inches by 42 inches, two pipe and canvas flag lockers and hardwood flag locker with double doors to be removed.

Wooden searchlight platform on starboard side of Flying Bridge to be removed.

One awning strongback and two spreaders to have paint removed and repainted.

## Par. 2—Bridge Deck

Inclosed Section, Amidship:—

All hardwood panels and woodwork to be scraped and hardwood finished.

Portside:—

Weather rail and bulwarks to have paint or other covering removed, scraped and hardwood finished.

Four conduits in forward weather rail and three conduits in after weather rail to be removed and holes plugged.

One conduit in deck to be removed and hole plugged.

One awning stanchion and two spreaders to have paint removed and repainted.

One small folding table to have new hinge leaf manufactured and installed approximately 24" x 26" x 1½".

House to have paint removed, scraped and hardwood finished.

Hardwood gate in hand rail to bridge approximately 35 inches by 48 inches with lock and hinges manufactured and installed.

All bolt holes in side of house to be filled by electric welding.

All main teak rail and coaming for same around deck to be scraped and hardwood finished.

Hardwood hand rail on side of house to be scraped and hardwood finished and brass sockets reburnished.

Companionway and ladder to Flying Bridge to have sides, steps and hand rails scraped and hardwood finished.

Renew approximately 12 feet of teak margin planking alongside of house to replace present plank which has been marred by holes for voice tube.

Starboard Side:—

Weather rail and bulwarks to have paint or other covering removed and hardwood finished.

One awning stanchion and two spreaders to have paint removed and repainted.

Hardwood paneling on outside of house to have paint removed and hardwood finished.

Hardwood gate on after rail of bridge fitted with lock and hinges, approximately 35 inches by 48 inches to be manufactured and installed, similar location to one on port side.

Holes in side of steel deckhouse to be filled by electric welding.

Entire main teak wood rail and coaming around deck to be scraped and hardwood finished.

In way of the Navigating Bridge, ⅝ inches diameter tie rods shall be added between the existing 1½ inches diameter stanchions supporting the bulwark rail (spaced 48 inches) to serve as additional tie down for the rail. The bulwark structure to be carefully gone over and put in first class condition.

Whistle and siren hand operating gear to be overhauled and put in working order.

## Par. 3—A Deck, Portside

Fr. 229—76. Hardwood treads on landings renewed.

Fr. 229—220. Hinged gratings over inboard waterways to be manufactured and installed.

Fr. 208—194. Hinged gratings over inboard waterways to be manufactured and installed.

Fr. 179—176. Hinged gratings over inboard waterways to be manufactured and installed.

Fr. 160—76. Hinged gratings over inboard waterways to be manufactured and installed.

Fr. 223—221. Two holes on inboard waterway to be closed up by electric welding.

Fr. 193. Voice tubing to be removed and hole in waterway to be filled by electric welding.

Fr. 159. Voice tubing to be removed and holes in planking to be plugged.

Fr. 81—80. Two holes in inboard waterway to be closed up by electric welding.

Fr. 76. Companionway ladder to Bridge Deck to have two steps and all treads renewed. Steps, sides and hand rails to be scraped and hardwood finishd.

Fr. 80—76. Door on after side of the dog house to have upper hardwood panel renewed, new lock, handle and escutcheon plate installed and hinges to be put in working order.

Present temporary door removed and panels fitted in, similar to original construction. Entire outside of house to be scraped and hardwood finished. Interior to be properly finished and repaired and sheathing to be replaced as required.

The house to be temporarily removed to allow repair of wood deck.

Fr. 231—234. Voice tubing and straps on under side of bridge deck to be removed and holes in shelter to be filled by electric welding. Shelter to have all holes in plating filled by electric welding.

Fr. 229. Circular section of galvanized iron pipe railing and two brass sockets on side of house to be manufactured and installed.

Fr. 224—223. One brass socket for hand rail to be manufactured and installed.

Fr. 203—201. 6 foot section of hardwood hand rail and one brass socket to be manufactured and installed.

Fr. 179. 3 foot section of hardwood hand rail and one socket to be manufactured and installed.

Fr. 158. One brass socket to be refastened.

Fr. 152—151. 4 foot section of hardwood hand rail to be manufactured and installed.

Fr. 138—136. 4 foot section of hardwood hand rail and one brass socket to be manufactured and installed.

Fr. 134—132. 4 foot section of hardwood hand rail and one brass socket to be manufactured and installed.

Fr. 122. 2 foot section of hardwood hand rail and one brass socket to be manufactured and installed.

Fr. 113—111. 4 foot section of hardwood hand rail to be manufactured and installed.

Fr. 108—105. 10 foot section of hardwood hand rail and one brass socket to be manufactured and installed.

Fr. 95—91. 14 feet of hardwood hand rail and one brass socket to be manufactured and installed.

Fr. 91—90. 4 foot section of hardwood hand rail and one brass socket to be manufactured and installed.

Fr. 83—80. 8 foot section of hardwood hand rail and one brass socket to be manufactured and installed.

Fr. 76. 4 foot section of hardwood hand rail and one brass socket to be manufactured and installed.

Remainder of rail between frames 229—76 to be scraped and hardwood finished and all sockets reburnished.

Fr. 216. Teakwood main rail to be scraped and hardwood finished. One new G. I. belaying pin and socket installed.

Fr. 204—202. Teak main rail to be scraped and hardwood finished. One new G. I. belaying pin and socket to be manufactured and installed. Three bars of rails refastened and one bar installed.

Fr. 191—189. Teakwood main rail to be scraped and hardwood finished. One G. I. belaying pin and socket installed.

Fr. 179—177. Teakwood main rail to be scraped and hardwood finished. One G. I. belaying pin and socket installed.

Fr. 166—164. Teakwood main rail to be scraped and hardwood finished. One G. I. belaying pin and socket installed.

Fr. 171—153. Teakwood main rail to be scraped and hardwood finished.

Fr. 153—81. Twenty folding hardwood open seats to be repaired, scraped and hardwood finished and overhauled and put in working order.

Fr. 215—208. One companionway ladder to bridge deck to be scraped and hardwood finished.

One companionway ladder to platform to A Deck entrance to be scraped and hardwood finished.

Fr. 161—159. One companionway ladder to bridge deck to be scraped and hardwood finished.

One companionway ladder to platform to A Deck entrance to be scraped and hardwood finished.

#### Par. 4—A Deck, Starboard Side

Fr. 230—229. Face off 26— $\frac{3}{8}$  inch bolts and rivet over heads where conduit has been removed. Two holes in outboard waterway to be filled by electric welding.



Fr. 239—227. Face off 12— $\frac{3}{8}$  inch bolts and rivet over heads where conduit has been removed.

Fr. 226—231. Two voice tubes and straps suspended from bridge deck to be removed and surfaces restored to original condition.

Fr. 222—221. Two holes in inboard waterway to be filled by electric welding.

#### Par. 5—A Deck, Outside of House

The following to be supplied and installed:

Fr. 226—225. Two feet hardwood hand rail and 2 brass sockets.

Fr. 205—201. Twelve feet hardwood hand rail and 3 brass sockets.

Fr. 153—151. Four feet hardwood hand rail.

Fr. 145. One brass socket.

Fr. 122. Two feet hardwood hand rail.

Fr. 110—108. Four feet hardwood hand rail.

Fr. 96—93. Seven feet hardwood hand rail.

Fr. 84—80. Sixteen feet hardwood hand rail and two brass sockets.

Fr. 80. One brass socket resecured.

Fr. 229—76. Remainder of hardwood hand rail to be scraped and refinished.

Fr. 153—81. Twenty folding hardwood open seats to be scraped and hardwood finished and overhauled and put in working order.

Fr. 215—208. One companionway ladder to bridge deck to be scraped and hardwood finished.

Fr. 161—159. One companionway ladder to bridge deck to be scraped and hardwood finished.

Fr. 160—162. Renew hardwood tread on platform.

Fr. 216—214. Teakwood main rail to be scraped and hardwood finished. One G. I. belaying pin and socket to be installed.

Fr. 204—202. Teakwood main rail to be scraped and hardwood finished. One G. I. belaying pin and socket to be installed.

Fr. 191—187. Teakwood main rail to be scraped and hardwood finished. One G. I. belaying pin and socket to be installed and straighten two bars of four bar rail.

Fr. 179—177. Teakwood main rail to be scraped and hardwood finished. One G. I. belaying pin and socket to be installed.

Fr. 167—165. Teakwood main rail to be scraped and hardwood finished. One G. I. belaying pin and socket to be installed and one bar to be straightened.

Fr. 153—81. Twenty folding hardwood open seats to be scraped and hardwood finished and overhauled and put in working order.

Fr. 215—208. One companionway ladder to bridge deck to be scraped and hardwood finished.

Fr. 161—159. One companionway ladder to bridge deck to be scraped and hardwood finished.

Fr. 160—162. Renew hardwood tread on platform.

Fr. 216—214. Teakwood main rail to be scraped and hardwood finished. One G. I. belaying pin and socket to be installed.

Fr. 204—202. Teakwood main rail to be scraped and hardwood finished. One G. I. belaying pin and socket to be installed.

Fr. 191—187. Teakwood main rail to be scraped and hardwood finished. One G. I. belaying pin and socket to be installed and straighten two bars of four bar rail.

Fr. 179—177. Teakwood main rail to be scraped and hardwood finished. One G. I. belaying pin and socket to be installed.

Fr. 167—165. Teakwood main rail to be scraped and hardwood finished. One G. I. belaying pin and socket to be installed and one bar to be straightened.

Fr. 154—71. Teakwood main rail to be scraped and hardwood finished. Remainder of rail to be scraped and hardwood finished.

Fr. 118—112. Renew 18 feet of teakwood main rail.

Fr. 179—177. Two  $\frac{3}{4}$  inch bars of 4 bar rail to be straightened.

Fr. 229—220. Hinged gratings over inboard waterways to be manufactured and installed.

Fr. 208—194. Hinged gratings over inboard waterways to be manufactured and installed.

Fr. 179—176. Hinged gratings over inboard waterways to be manufactured and installed.

Fr. 160—76. Hinged gratings over inboard waterways to be manufactured and installed.

Fr. 81—80. Three holes in inboard waterways to be filled in by electric welding.

Fr. 193. Voice tubing removed and hole in inboard waterway filled by electric welding.

Fr. 160. Voice tubing to be removed and holes in planking plugged.

After teak main rail from port to starboard side to be scraped and hardwood finished.

Fr. 80—76. One new hardwood door and frame with hinges, lock, handle and escutcheon plate to be manufactured and installed for the florist's house. Four panes of glass  $8\frac{1}{2}$  inches by 41 inches to be renewed in windows, one pane of wire insertion glass 6 feet by 10 inches to be installed in roof. All glass to have paint removed from

both sides. Interior to be properly finished and repaired, and shelving replaced as required.

Outside of house to be scraped and hardwood finished.

The house to be temporarily removed to allow repair of wood deck.

Abreast of the deckhouse and extending from No. 155 to end of deck, awnings shall be fitted from the side of the house to the rail. Jack rods for these awnings are fitted to the deckhouse; all awning stanchions, originally secured to the rail, have, however, been removed. They shall be replaced, made of galvanized wrought iron pipe with forged heads and heels, and fitted with galvanized iron with ridge rope and spreaders.

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#### Par. 6—Forward of House on A Deck

Teakwood main weather rail and bulwarks from starboard to port side to be scraped and hardwood finished.

On forward side of house from starboard to portside, four feet of hardwood hand rail to be manufactured and installed and remainder of rail to be scraped and hardwood finished, and brass sockets to be reburnished.

#### Par. 7—B Deck, Forward

Fr. 234—231. Fill up by electric welding 23- $\frac{3}{4}$  inches and 7-1 $\frac{3}{4}$  inch holes in steel weather bulwarks around forward end of deck.

Replace 27 steel lower sashes with plate glass of usual thickness for this class of work. Renew 2 broken panes of glass above windows. Remove paint, scrape and hardwood finish 27 window frames 23 $\frac{1}{2}$ "x33 $\frac{1}{2}$ "x5 $\frac{1}{2}$ ".

Scrape and hardwood finish entire main rail on forward end of superstructure approximately 104 feet.

Replace 14 feet of galvanized iron pipe rail and two G. I. sockets on both sides of weather bulwarks forward of superstructure.

Three 2 inch holes on portside and one on starboard side to be filled up by electric welding.

Replace one cleat starboard side below rail, forward part of superstructure, similar to one in same location on portside.

Fr. 233—231 (Inside of Shelter). 27 window sash balance gears to be overhauled and put in working order.

27 window frames 72 inches by 26 $\frac{1}{2}$  inches to be scraped and hardwood finished.

27 T. & G. panels below above mentioned windows to be scraped and hardwood finished.

11 hardwood folding open seats attached to outside of main house to be repaired, scraped and hardwood finished.

60 feet of wooden hand rail to be scraped and hardwood finished, and brass sockets reburnished.

#### Par. 8—B Deck, Portside

Fr. 227—70. 119 hardwood open folding seats to be overhauled and put in working order, scraped and hardwood finished.

One seat to be manufactured and installed similar to remainder.

Companionway shelter, ladder to A Deck to have steps, sides and hand rails scraped and hardwood finished.

Companionway to C Deck, coaming to be scraped and hardwood finished.

Fr. 160—114. Remove voice tubing and straps from inside of A Deck.

Fr. 227—154. 70 windows to have steel sash removed and plate glass installed in lower half.

5 panes of glass to be renewed in top half of above windows.

All hardwood frames of above windows to be scraped and hardwood finished.

70 spring sash balances under above windows to be overhauled and put in working order.

70 T. & G. panels under above windows to be repaired as found necessary, scraped and hardwood finished.

Fr. 204—194. Standee battens and hangers to be removed from inside of A Deck.

Fr. 189—160. Voice tubing, straps and hangers to be removed.

Fr. 224. One 1 $\frac{1}{4}$  inch hole in frame to be filled by electric welding.

Fr. 121. Standee sockets on deck to be removed and holes in planking plugged.

Fr. 154—71. Teakwood main rail to be scraped and hardwood finished.

Fr. 158. All hardwood treads on deck at door to be renewed.

Fr. 76. 2 inch hole in deck planking to be plugged.

Fr. 74—72. Companionway ladder to A Deck to have 4 steps and all treads renewed, steps, sides and hand rails to be scraped and hardwood finished.

Fr. 66—65. Section of pipe rail on top of teakwood main rail on after part of B Deck to have one section straightened, one awning stanchion straightened and 7 awning stanchions manufactured and installed, similar to one now in use.

8 awning spreaders to be manufactured and installed, approximately 4'x3½'x8'.

The following sections of pipe rail on teak main rail to be straightened:—between Fr. No. 152—149, No. 142—140, No. 131—139, No. 122—120 and No. 86—84.

Fr. 152—71. 8 sheet metal casing doors over boat davit connecting rods to be eased up and put in working order and 5 casing doors to be removed, faired and replaced.

#### Par. 9—B Deck, Starboard Side

Companionway shelter, ladder to A Deck to have steps, sides and hand rails scraped and hardwood finished.

Companionway to C Deck, coaming to be scraped and hardwood finished.

Fr. 231—227. 4-1½ inch holes and 3-2 inch holes on ship's side to be filled by electric welding.

Fr. 227—157. 70 windows to have steel plates removed and plate glass installed in lower sections of windows.

4 panes in upper sections of same windows to have broken glass replaced.

70 window frames to be scraped and hardwood finished inside and outside.

70 T. & G. panels below the above windows to be scraped and hardwood finished.

70 spring window sash balances to be overhauled and put in working order.

Main rail outside of above windows approximately 210 feet to be scraped and hardwood finished.

Fr. 227—70. 120 hardwood open folding seats to be scraped and hardwood finished, brackets to be put in working order.

Fr. 227—76. Approximately 387 feet of hardwood hand railing to be scraped and refinished and 1 brass socket repaired. All brass sockets to be refurbished.

Fr. 150—148. Galvanized iron pipe railing to be straightened.

Fr. 128—126. Galvanized iron pipe railing to be straightened.

Fr. 81—79. Galvanized iron pipe railings to be straightened.

Fr. 115—113. Bulletin Board removed and holes in plate filled up by electric welding.

Fr. 90. Bulletin Board to be removed and holes filled up by electric welding.

Fr. 92—87. 3-1½ inch standee sockets to be removed and holes in deck planking to be plugged up.

Fr. 90. 1-2 inch iron nipple removed, and hole in deck planking plugged up.

Fr. 152—71. 11 sheet metal casing doors over boat davit connecting rods to be eased up and put in working condition and 2 casing doors to be removed, faired and replaced.

Companionway ladder to A Deck to have steps, rails and sides scraped and hardwood finished.

#### Par. 10—C Deck

Fr. 234. Straighten approximately 80 feet of 1½ inch G. I. pipe guard rail and 18 brackets.

No. 79. 2 steel telescope gates to be overhauled and re-riveted where found necessary and placed in good working order.

Fr. 86, Starboard. Remove T. & G. board locker. Plug up holes in deck planking in deckhouse and restore same to original condition.

Fr. 273—256. Approximately 25 feet of 1½ inch G. I. pipe rail and 7 feet of ¾ inch bar rail and 5 stanchions to be straightened and replaced on forward rail. Two fair lead rollers on starboard, two on portside to be overhauled and put in working condition.

Starboard Companionway, B Deck. To have 10 feet of 1½ inch G. I. pipe rail and 4 feet bar rail made and installed, 7 feet of coaming made and installed. Port companionway stairs to have 7 feet of coaming made and installed, teakwood rail scraped and finished.

Island Deck, Frame 249—240. 4 feet of ¾ inch bar rail and 1 stanchion to be straightened, portside, and 16 feet of 1½ inch G. I. rail, 16 feet of ¾ inch bar rail and 10 stanchions to be straightened on starboard side.

Fr. 79—62, port. Wooden guard over boat hoist shafting to be secured to deck with G. I. lag screws, and one section between frames 69-72 to be made and installed.

Fr. 71, port. 2 inch hole in deck planking to be plugged up.

Fr. 89, port. Scupper 62, plate missing.

Fr. 146—134, port. Wooden guard over boat hoist to be secured to deck with lag screws.

Fr. 130—134, starboard. Wooden guard over hoist shafting secured with lag screws.

Fr. 153—174, port. Hardwood folding seats, repair, remove paint, scrape and hardwood finish, overhaul brackets and furnish and install all parts where found necessary on six (6), these secured to deck house. Portable hardwood open benches, remove paint, scrape and hardwood finish and repair where found necessary.

Canvas weather screens destroyed by fire, shall be replaced.

Fr. 65—176, port. Hardwood grab rail, remove paint, scrape and hardwood finish grab rail, and reburnish approximately 110 brass sockets on same.

Hardwood grab rail and brass sockets to be burnished and installed at the following locations:—frames 164—162 4 feet 1½ inches and one brass socket, frames 65—117—119—126 4 feet 1½ inches and one brass socket.

G. I. pipe rail, furnish and install approximately 70 feet of 1½ inch at the following locations:—frames 133—136 12 feet and 2 brackets, frames 160—170 24 feet and 5 brackets and frames 111—199 24 feet and 5 brackets.

Fr. 153—174, starboard. Hardwood folding seat, repair, remove paint, scrape and hardwood finish and overhaul brackets, furnish and install all parts where found necessary on six secured to deck house.

Aft of Fr. 1, port. Teakwood rail from port to starboard side of deck to be scraped and **hardwood finished.**

Aft Wheel House. To be scraped and hardwood finished and panels to be repaired as found necessary. Pelorus stand to be removed and holes plugged in deck. Six (6) conduits to be removed and holes plugged.

Folding doors companionway shelter, aft C-deck, starboard side.

Overhaul and new lock to be installed, scraped and hardwood finished.

Port Side—renewed.

Blower 108. New guard to be made and installed, same as one on 107 blower.

Fr. 64—61, port. Two companion ladders to be scraped and hardwood finished and brass hand rail of same to be burnished.

Aft Bridge, Starboard Side.

Teakwood rail to be scraped and hardwood finished, 8 ft. of bar rail to be renewed and 12 ft. straightened and secured to boat davit.

Fr. 43, port. 5 feet of teakwood rail to be renewed.

Aft Bridge, port. Make and install approximately 20 feet of teakwood rail and 10 feet of four bar rail for same, also 4 stanchions similar to these which are missing. Approximately 15 feet of teakwood coaming for same.

Fr. 24, port. Teakwood rail from port to starboard side to be scraped and hardwood finished. Four fair lead rollers to be eased up.

Fr. 20, port. Amidship, 4 feet of deck planking to be renewed.

Fr. 17—16, port. Amidship, 4 feet of deck planking to be renewed.

Fr. 4—3, port. 3 feet of teakwood rail renewed.

Fr. 153—174, starboard. Portable hardwood open benches, remove paint, scrape and hardwood finish and repair where found necessary (3).

Fr. 65—176, starboard. Hardwood grab rail, remove paint, scrape and hardwood finish all grab rails and reburnish approximately 110 brass sockets on same.

Furnish and install 1½ inch H. W. grab rail in the following locations:—frames 161—163—176—127—125 4 feet and one brass socket.

G. I. pipe rail, furnish and install approximately 30 feet on bulkhead at the following locations:—frames 112—118—165—167—18 feet and four brackets.

Fr. 69, starboard. Conduit removed and hole in planking plugged.

Fr. 65, starboard. Plate over expansion joint faired and replaced.

Fr. 54—40, starboard. Teakwood rail scraped and hardwood finished and holes plugged with like material.

Fr. 50—54, starboard. 10 ft. ridge rod (frame for weather cloth) straightened.

Fr. 40, starboard. Athwartship teakwood rail from port to starboard side to be scraped and hardwood finished. Approximately 10 ft. of ridge rod to be straightened. One portable 42 inch section of teak rail, including four bar rails and one brass rail casting to be made and installed.

Fr. 54—50, starboard. Portable teakwood rail renewed and one hook welded on four bar rails of same.

Fr. 50—40, starboard. Teakwood rail to have three holes plugged, scraped and finished 5 ft. of ridge bar installed and 3 ft. to be straightened.

Fr. 48, starboard. Blower 107. Guard over motor to be straightened and secured to deck with lag screws.

Fr. 160—170, starboard. Guard rail, furnish and install approximately 24 feet of G. I. pipe.

Fr. 111—119, starboard. Guard rail, furnish and install approximately 24 feet of G. I. pipe and 5 brackets.

Paravane Davit. The Paravane Davit and steel structure supporting same, now located port and starboard at about frame 270 will be removed and the original structure in way of same replaced and made equal to its original condition.

Fr. 276—153, port and starboard. 6 hardwood oval seats to have paint removed and scraped natural wood finish.

Renew brackets and repair where found necessary.

Remove paint and hardwood finish, and make necessary repairs on 6—4x9 open portable benches.

Fr. 276—65, port and starboard. Remove paint and hardwood finish all grab rail on port side and aft part of main house.

Reburnish 220 brass sockets.

Fr. 171—170, port and starboard. Furnish and install 4 ft. 1½ in. hardwood grab rail and one brass socket.

Fr. 163—164, port and starboard. Furnish and install 4 ft.—1½ in. hardwood grab rail and one brass socket.

Fr. 126—125, port and starboard. Furnish and install 4 ft.—1½ in. hardwood grab rail and one brass socket.

Fr. 121—117, port and starboard. Furnish and install 12 ft. of hardwood 1½ in. grab rail.

Fr. 65, port and starboard. Furnish and install 5 ft. of 1½ in. hardwood grab rail.

Fr. 233—236, port and starboard. Guard rail, furnish and install approximately 12 feet and 2 brackets.

#### Par. 11—D Deck.

From Stem aft to Frame 310. Ease off and repack swivel joint siren located on stem head.

Overhaul valve electric control and refasten brace on cable of same.

Anchor Chain and Chain Pipe. Ease off and run down thread on 2 dogs, hand nuts and bolts in clips for collar plate on chain pipe. Ease off and run down thread on strongback hook.

Strengthen worm on chain gripe, running down both threads on same.

Remove pins, swivel nuts, bearings and overhaul and replace same.

Fr. 292—295. Make, fit and install 2 steel doors 20 inches by 45 inches, one on port and one starboard side, each to be fitted with three hinges, 4 latches and dogs, and to open up and outboard and when closed to fit out over lip of paravane chocks.

Fr. 275—274. Ease off dogs, hand nuts, latches and hinges on freeing ports.

Fr. 280—281. Make, fit and install 2 frame port doors, 16 inches by 31 inches, each to be fitted with 3 hinges, 2 dogs and latches and to open up and outboard.

Remove 19 rollers and spindles from roller chock frames.

Ease off all bearings, chip and paint underneath inside of frames and waterways in the following locations:—frame 302—295, 4 port and 4 starboard, frame 288—285, 3 port and 3 starboard, frame 286—

1 port and 1 starboard, frame 282—1 amidship, frame 275—1 port and 1 starboard and restore same to first-class condition.

Fr. 282—274. Remove approximately 40 bolts in deck planking and plug holes with wooden plugs of same material and install with grain running the same direction as in planking.

Holes in steel deck to be plugged with rivets.

Fr. 248—242. Remove approximately 40 bolts in deck planking and plug holes with wooden plugs of same material and install with grain running the same direction as in planking.

Fr. 281—283, Athwartship. True up breakwater plating and repair latching on door of same on both starboard and portsides.

Fr. 256—234. Remove paint from 6 hardwood open folding seats, overhaul brackets. Furnish and install new parts where found necessary. Scrape and hardwood finish.

Make and install 2 hardwood open folding seats, furnishing all brackets.

Fr. 245—242. Remove paint, scrape and hardwood finish, all hardwood grab rail around island house, burnishing all brass sockets.

Fr. 256—234. Fill up by electric welding approximately 50 holes, ranging from ⅝ inch to 1½ inches on angle frame top of bulwarks, port and starboard sides.

Fr. 233. Furnish and install new tread on deck at doors to companionway on port and starboard sides.

Fr. 277—280 and 240—245. The four gun mounts at the approximate above locations will be removed and the original structure of the ship replaced and made good in way of same.

Plug up holes in bulwarks, steel deck and deck planking. Holes in steel deck to be closed with rivets; holes in deck planking to be plugged with wooden plugs of same material and install with grain running in same direction with planking, restoring bulwarks and steel decking to original appearance.

Fr. 92, Athwartship Bulkhead. Teakwood hand rail to be scraped and hardwood finished. One brass socket to be renewed and installed.

Par. 89, port. Hand rail forward end of house to be scraped and refinished in natural wood.

Fr. 92—79, port. Temporary galvanized iron pipe rail and brackets to be removed and surface to be restored to original condition.

Fr. 69—67, port. Pipe rail on top of teakwood rail to be straightened and refastened.

Fr. 64—62, port. Pipe rail on top of teakwood, rail to be straightened and refastened.



Fr. 59—57, port. Pipe rail on top of teakwood rail to be straightened and refastened.

Fr. 54—52, port. Section of portable rail and 2 brackets to be manufactured and installed to match adjacent work.

Fr. 41—4, port. Teakwood rail to be scraped and hardwood finished.

Fr. 92—70, port. 9 hardwood open folding seats to be scraped and refinished in natural wood, etc. Brackets, etc. to be repaired to original condition.

Fr. 92—70, port. 9 hardwood open folding seats to be scraped and hardwood finished. Brackets, etc., to be repaired and restored to original condition.

Fr. 89—66, port. Hand rail outside of house to be scraped and hardwood finished.

Fr. 66, port. 4 ft. of hand rail and one brass socket to be manufactured and installed, to match adjacent work.

Fr. 43—42, port. 3 ft. of hand rail to be manufactured and installed to match adjacent work.

Fr. 53—44, port. Hand rail outside of house to be scraped and refinished in natural wood.

Fr. 67, port. Conduit moved and deck planking plugged.

Fr. 63, port. Hardwood treads outside of door renewed.

Fr. 79—41, port. Teakwood rail to be scraped and hardwood finished. One section of portable rail with two brass castings to be made and installed, to match adjacent work.

Fr. 44, port. One hole in deck planking to be plugged.

Fr. 41—24, port. Inclining gear to be removed (temporary installation) and deck restored to original condition.

Fr. 41, port. Teakwood rail with 2 bars and stanchions approximately 30 ft. to be manufactured and installed and approximately 18 ft. of deck planking to be renewed.

Fr. 41—24, port. Gun platform to be removed and holes in deck planking to be plugged. 6 awning stanchions and spreaders to be manufactured and installed.

Fr. 48—46, port. Companionway ladder to C Deck to have sides, steps and hand rail scraped and hardwood finished. New treads to be manufactured and installed.

Fr. 43, port, aft side of house. 10 brass sockets and 40 ft. of hand rail and 2 sections of circular galvanized iron rail to be manufactured and installed.

Fr. 27—24, port. Companionway ladder to C Deck to have outboard hand rail straightened, sides and steps to be scraped and hardwood finished.

Fr. 16—12, port. Companionway to E Deck to have rails, steps and sides scraped and hardwood finished. New combing to be installed on forward side.

Fr. 69—87, port. Pipe rail on top of teakwood rail to be straightened and refastened.

Fr. 49—46, starboard. Companionway ladder to C Deck to have steps, sides and rails scraped and hardwood finished.

Fr. 24—4, starboard. Teak rail scraped and hardwood finished.

Fr. 21—2, port. Hand rail on side of house to be scraped and hardwood finished.

Fr. 5—2, port. Companionway ladder to have sides, steps and rails scraped and hardwood finished.

Fr. 1—2 aft, port. 5 holes in deck planking to be plugged. (Aft end of deck house.)

Fr. 1—2 aft, port. 20 feet of hardwood hand rail and 5 brass sockets to be manufactured and installed.

Fr. 2 aft, port. Voice tubing under sides of C Deck to be removed.

Fr. 92 Bulkhead, starboard. 5 feet of hand rail and 1 brass socket to be manufactured and installed and approximately 45 feet of hardwood rail to be scraped and hardwood finished.

Fr. 89—86 (outside of house), starboard. 3½ feet of hardwood hand rail to be manufactured and installed.

Fr. 79—78, starboard. 3 feet of hardwood hand rail to be manufactured and installed.

Fr. 71—68, starboard. Standee batten on under side of C Deck to be removed.

Fr. 57—55, starboard. Companionway to E Deck to have teakwood rail scraped and hardwood finished.

Fr. 49—46, starboard. Companionway ladder to C Deck to have treads renewed, steps, sides and rails to be scraped and hardwood finished.

Fr. 45, starboard. 3 holes in deck planking to be plugged.

Fr. 35, starboard. New cast iron goose neck ventilator in waterway to be manufactured and installed.

Fr. 33—26, starboard. Manufacture and install approximately 25 feet of 4 bar railing.

6 awning stanchions and spreaders to be manufactured and installed.

Fr. 33—31, starboard. Wooden gun platform to be removed and holes in deck plugged.

Fr. aft of No. 1, starboard. 4 holes in deck planking to be plugged.

Fr. 57—55, starboard. Companionway to E deck to have teakwood rails scraped and hardwood finished.

Fr. 69—67, starboard. 6 feet of hardwood hand rail and 2 brass sockets to be manufactured and installed.

Fr. 63—60, starboard. 9 feet of hardwood hand rail and 2 brass sockets to be manufactured and installed.

Fr. 62, starboard. Hardwood treads on deck outside of door to be renewed.

Fr. 69, starboard. Conduit to be removed and holes in deck planking plugged.

Fr. 92—79, starboard. Galvanized iron pipe railing and brackets to be removed (temporary installation).

Fr. 70—69, starboard. Pipe railing on top of teakwood rail to be straightened.

Fr. 53—51, starboard. Same as 70—69.

Fr. 49—48, starboard. Same as 70—69.

Fr. 79—44, starboard. Teakwood rail to be scraped and hardwood finished.

Fr. 53—51, starboard. Hole in bulkhead door 20"x20" to be closed up with plate and welded in.

Fr. 22. The steel bulkhead installed port and starboard on the forward side of the house, Frame 22, will be removed and the holes left in existing structure will be closed by electric welding. Wood deck in way of the connection to this bulkhead will be repaired and holes plugged. The holes in the steel deck will be closed by special round-headed bolts in the wood plank and plugged.

Gun Foundations. The screen on the center line of the vessel aft will be removed, and the holes in remaining structure will be filled with electric welding.

The gun platform, port and starboard at the after end will be removed and the holes in the existing structure caused by such removal will be filled with electric welding. Deck contour aft in way of present gun foundations will follow the original contour as defined in way of the portion of the face plates. The face plates will be removed and new face plates to match the existing work, and around this portion the new rail, including stanchions and hardwood hand rail, will be manufactured and installed to match the existing rail. About 70 feet of such new rail will be required.

Flagstaffs, Rails, Etc. The ensign staff and pedestal will be replaced in its original position at the aftermost point of this deck and face plates replaced where same has been removed. The stanchions and rail about this central portion of the deck will be replaced to match the existing rail, about 34 feet of rail will be required for this purpose.

The wood deck in way of the center line steel bulkhead and ensign staff pedestal will be required to be replaced, about 6 planks approximately 27 feet. The deck planking will be repaired and re-laid in way of the new face plates at the after end of the deck in way of the removed gun foundation.

Awning stanchions and spreaders are to be provided, to match existing fittings.

#### Par. 12—E Deck

Fr. 23—19, starboard. Shutters in bulwarks at fair leads to be put in working condition.

Overhaul and put in working order 3 fair lead rollers of chocks.

Fr. 14a to Stern, starboard. 4 fair lead rollers to be overhauled and put in working order. Shutters in bulwarks at fair leads to be put in working order.

Fr. 26—10a, starboard. Voice tubing and hangers to be removed. (4 inch iron pipe).

Fr. 23 to Stern. Teakwood rail to be scraped and hardwood finished.

Fr. 15, starboard. Freeing Port to be put in working order.

Fr. 5—3a, starboard. 3 standee sockets to be removed and holes in deck planking to be plugged, and 3 battens removed from under side of D Deck.

Fr. 23—11, starboard. Teakwood rail to be scraped and hardwood finished.

Fr. 11a to Stern (Amidship) Damaged Bulwarks. Approximately 35 feet of teakwood rail to be installed, 2 bulwark plates, 3 gusset stays, 3 shutters over fair leaders and 25 feet of angle frame to be removed.

Fair and replace approximately 15 feet of G. I. pipe rail, 1 bar and 3 stanchions to be removed, straightened and replaced on rail over fair leader and one awning stanchion replaced.

Fr. 5 to 3a, starboard. Battens on inside of deck for standees to be removed.

Fr. 14—10, starboard. Companionway ladder to have one step installed, sides, steps and rails scraped and hardwood finished.

Fr. 23 (On Bulwark), starboard. 3 feet of hardwood hand rail and one socket to be manufactured and installed. Remainder of hand rail to be scraped and hardwood finished.

Fr. 14a to Stern on Quarter, starboard. Overhaul and put in working order 4 fair lead rollers and doors in bulwarks over same.

Fr. 10a, starboard. 1 awning stanchion to be manufactured and installed.

Fr. 20, starboard. Renew hardwood treads on deck at door.

Fr. 15—5a, starboard. 18 feet of hardwood hand rail and 6 brass sockets to be manufactured and installed, remainder of rail to be scraped and hardwood finished.

Fr. 9a, starboard. Hawser fair lead to be overhauled and put in working order.

Fr. 18, starboard. 3 feet of hardwood hand rail, and one brass socket to be manufactured and installed and remainder of rail scraped and hardwood finished.

Fr. 23, starboard. 2 feet of hardwood hand rail and 2 brass sockets to be installed and remainder of rail to be hardwood finished.

Fr. 14—10, starboard. Companionway ladder to have sides, steps and rails scraped and hardwood finished.

Fr. 15 to 15a, starboard. 18 feet of hardwood hand rail and 5 brass sockets to be manufactured and installed and remainder of rail scraped and hardwood finished.

Fr. 16a, Amidship. Range finder platform removed and holes in deck planking plugged.

Fr. 3a, After side of House. Hand rail to be scraped and hardwood finished.

Stern Amidship. Manufacture and install one awning stanchion and spreader.

Fr. 23—19, port. Shutters in bulwarks at fair leads to be put in working order.

Overhaul and put in working order 3 fair lead rollers of chocks.

Fr. 14a to Stern, port. 4 fair lead rollers to be overhauled and put in working order. Shutters in bulwarks at fair leads to be put in working order.

Fr. 9a, port. Hawser fair leader to be overhauled and put in working order.

Fr. 15, port. Freeing port to be put in working order.

Fr. 10a, port. 1 awning stanchion to be manufactured and installed.

Fr. 5 to 3a, port. 3 standee sockets removed from deck and holes in planking plugged. 3 standee battens removed from inside of D Deck.

Fr. 23—11, port. Teakwood rail to be scraped and hardwood finished.

Fr. 14—10, port. Companionway ladder to have sides, steps and rails scraped and hardwood finished.

Fr. 15 to 5a, port. 18 feet of hardwood hand rail and 5 brass sockets to be manufactured and installed and remainder of rail scraped and hardwood finished.

Fr. 16a, Amidship. Range finder platform removed and holes in deck planking plugged.

Fr. 3a (After side of house). Hand rail to be scraped and hardwood finished.

Stern, Amidship. Manufacture and install one awning stanchion and spreader.

Gun Platforms. The gun platform stanchions, port and starboard, aft of Frame 1 are to be removed. The aftermost stanchion at the bulwarks, port and starboard, supporting "D" Deck will have the additional space bars installed by the Navy removed and stanchions will be finished to match those presently in place.

The bulwark rail will be replaced in way of the work removed, and the bulwark will be repaired and holes filled by electric welding.

Where gun foundation stanchions are attached to the deck, the planks in way of same will be removed, the holes filled with electric welding and the planking replaced. This involves the replacement of about 7 planks on each side of the vessel for an average distance of 20 feet.

Repair of damage done in way of D Deck, Frame No. 17, portside. Shell plate immediately below F Deck shall be cut adrift at butt lap between No. 15 and No. 16 and cut off between No. 17 and No. 18, and a new piece of plate fitted. Frame No. 17 shall be cut about 6 feet below F Deck and renewed from E Deck to said point. F Deck beam bracket on No. 17 shall be straightened. F Deck stringer plate shall be faired. Cement in way of damage shall be removed and renewed.

#### Par. 13—Masts

Remove temporary lookout station below searchlight platform on foremast, filling up all holes by electric welding, restoring mast to original condition.

Crows nest on main mast to be removed with all voice tubing, wiring, etc., all holes to be plugged and mast restored to original condition.

## SECTION 3

### REPAIR OF WOOD DECKS

#### Par. 1—Flying Bridge and Top of Officers' Deckhouse

Fr. 204—234. Deck to be hardened down, caulked with two threads of oakum and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

Teak margin plank on both sides frs. 220—224, where perforated by Navy Department for speaking tubes, etc., in connection with fire control, to be renewed and replaced. (About 12 feet by 10 inches)

Deck planking in way of No. 200 and 220, damaged by fire shall be replaced.

#### Par. 2—Bridge Deck

Fr. 204—233. Deck to be hardened down, caulked with two threads of oakum and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

Teak margin plank on both sides frs. 220—224, where perforated by Navy Department for speaking tubes, etc., in connection with fire control, to be removed and replaced (about 12' x 10'.)

Fr. 146—168. Deck to be hardened down, caulked with one thread of oakum and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

At about frame No. 161, portside, two planks to be removed and renewed for about 3 feet 0 inches.

Fr. 109—147. Deck to be hardened down, caulked with one thread of oakum and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

At frame No. 142, portside, one graving piece about 18 inches long to be inserted.

Fr. 102—114. Deck to be hardened down, caulked with one thread of oakum on starboard side and two threads of oakum on portside, and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

Fr. 78—104. Deck to be hardened down, caulked with one thread of oakum and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

One plank from frames Nos. 92 to 103, on portside, to be removed and renewed. At frame No. 78, one graving piece 18 inches long on portside. At frames Nos. 79 to 86, on starboard side, 18 inches long to be fitted.

Deck planking at No. 100, Nos. 115 to 125 and at No. 203, damaged by fire, shall be replaced.

#### Par. 3—A Deck

Deck to be hardened down, caulked with one thread of oakum and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

The following pieces are to be fitted:

Portside, two pieces at frame No. 227, three at frame No. 177, one at frames No. 175, 153, 154, 138, 137, four at frame No. 125, two at frame No. 123, one at frame No. 114. The graving pieces average 18 inches in length.

Starboard side, one piece at frame No. 75, two at frames No. 84, 86 and 89, four at frames No. 115 and 116, one at frame No. 119, four at frames No. 124 and 125, two at frames No. 134 and 142, two at frames No. 143, 178, 188 and 196. These graving pieces average 18 inches in length.

The following planks will have to be removed:—

One at frames No. 143 to 147, and one at frames No. 112 to 115, on portside of vessel.

Deck planking at No. 150 to No. 200, damaged by fire, shall be replaced.

#### Par. 4—B Deck

Fr. 233—236, exposed portion across forward end. Deck to be hardened down, caulked with two threads of oakum and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

Fr. 230—231, covered portion across forward end. Caulking to be hardened down and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

Fr. 66—229. Deck to be hardened down, caulked with one thread of oakum and payed with Jeffries Marine glue or equal, on both port and starboard sides. Deck to be dressed down. Plugs renewed where necessary.

The following graving pieces are to be fitted on starboard side: two pieces at frame No. 68, 24 inches long.

#### Par. 5—C Deck

Fr. 235—237, exposed portion across forward end. Deck to be hardened down, caulked with two threads of oakum and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

Fr. 40—130, port and starboard. Deck to be hardened down, caulked with one thread of oakum and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

Fr. 130—174. Deck to be hardened down, caulked with two threads of oakum and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

The following graving pieces to be inserted: one piece each at frames No. 53, 56, 58 and 65, on portside and two pieces at frame No. 53 on starboard side.

Fr. 243—249. Deck to be hardened down, caulked with one thread of oakum and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

Fr. 257—275. Deck to be hardened down, caulked with one thread of oakum and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

Fr. 26 to Stern. Deck to be hardened down, caulked with two threads of oakum and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

Eight (8) planks about 39 feet 0 inches long between frames No. 4 to 18 on centre line to be removed and renewed.

Top of telephone station house to receive two threads of oakum and payed with Jeffries Marine glue or equal.

Deck planking in way of No. 220, 248 and 272, damaged by fire, shall be replaced.

#### Par. 6—D Deck

Fr. 233 to Stern. Deck to be hardened down, caulked with one thread of oakum and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

Graving pieces to be inserted as follows:

Portside—one (1) piece at frame No. 315, and frame No. 307, two (2) pieces at frame No. 309, two (2) at frame No. 312, one (1) at frame No. 325, and three (3) at frame No. 331. Two (2) planks at frame No. 312 to be refastened.

Fr. 92 to Stern. Deck to be hardened down, caulked with one thread of oakum and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

#### Par. 7—E Deck

Fr. 244 to Fore End. Deck to be hardened down, caulked with two threads of oakum and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

Fr. 68—55. Deck to be hardened down, caulked with two threads of oakum and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

Fr. 23 to Stern. Deck to be hardened down, caulked with one thread of oakum and payed with Jeffries Marine glue or equal. Deck to be dressed down. Plugs renewed where necessary.

#### Par. 8—General Requirements

Where decks are to receive two threads of oakum, the seams are to be haused down, the two threads of oakum driven and again haused down before paying.

There are required approximately 100,000 linear feet of two thread oakum and caulking, and 200,000 linear feet of one thread oakum and caulking.

The necessary repair of litosilo decking in way of boat stowage on C Deck is covered in Title III, Group 7, Section 3, Par. 24.

### SECTION 4

#### EXTERIOR SCALING AND PAINTING

The entire exterior steel work of the vessel above the waterline shall be thoroughly chipped, scaled, scraped and wire-brushed and then painted with two coats of the best red lead in linseed oil. Thereafter these coatings will be followed with best color-paint to Navy Standard in respect to quality, colors to be later decided upon. It is to be understood that particular attention is to be paid in the scaling and chipping to gutterways, expansion joints and other parts of the steel structure especially liable to deterioration.

The smoke-stacks are not included in the above description. They are to be thoroughly chipped, scaled, scraped, wire-brushed and painted with two coats of approved best quality smoke-stack paint in color and markings as approved.

Wherever it is specified that companions, rails, deck-houses, etc., are to be given a hardwood finish it is meant that all paint or other covering shall be removed, the surfaces properly sandpapered or dressed with steel wool and finished with three coats of varnish rubbed down.

All paints and varnishes are to be made by reputable firms to Navy standard unless otherwise directed and same are to be approved by Agent or his representatives. All paints and varnishes are to be delivered to the vessel in the original containers, opened in the presence of the Agent or his representatives and used without adulterations of any kind. Cans containing gasoline, kerosene or other dissolvents for cleaning brushes will be kept in isolated spots carefully protected from fire hazard and men will not be allowed to use such brushes without thoroughly ridding them of all cleansing agents.



## CONTENTS OF THE REPORT

## TITLE XII LIFEBOATS, AND THEIR HANDLING AND STOWAGE GEAR

**GROUP 1**  
**LIFE, ETC., BOATS AND THEIR DISENGAGING GEAR**

**SECTION 1**  
**GENERAL REQUIREMENTS**

Sufficient lifeboat capacity shall be provided for approximately 4,750 persons.

A certain number of the existing boats, and as specified hereinafter, will be retained as part of the total outfit, after they have been thoroughly repaired where required and together with their equipment put in first class condition. All missing equipment shall be replaced. The remaining portion of the existing boats has been condemned and shall be replaced with the outfit specified hereinafter.

All boats, reconditioned and new, and their equipment and releasing gear shall be made to comply in all respects with the full requirements of the U. S. Steamboat Inspection Service. All independent air tanks shall be made of copper; where, and if, iron air tanks are fitted in existing boats to be used, these shall be replaced with copper tanks.

Releasing gear of a type satisfactory to the Agent shall be furnished and installed in all existing life boats to be used, as well as in new life boats, including motor boats.

**SECTION 2**  
**CONDEMNED BOATS AND BOATS NOT TO BE USED**  
**IN THE RECONDITIONING**

The following existing boats have been condemned either on account of defects due to wear and tear during service or due to damage caused by fire:

(a) Class 1A—Seven, 30 feet, 61-70 persons, No. 3, 18, 22, 26, 30, 34 and 38.

(b) Class 2-B:—Five, 30 feet, 66-70 persons, No. 20, 28, 32, 70 and 72.

Five, 28 feet, 58 persons, No. 10, 13, 14, 15 and 16.

Four, 26 feet, 42 persons, No. 5, 6, 11 and 12.

(c) Class 2-C:—Two, 30 feet, 61 persons, No. 8 and 40.

(d) Motorboats:—Two, 30 feet, No. 65 and 66.

(e) Work Boats:—Four, 22 feet, No. 1, 2, 59 and 60.

In addition the following existing boats will not be used in the reconditioning of the vessel:

One, Class 1-A, 30 feet, 65 persons, No. 46.

Two, Class 1-A, 25 feet, 32 persons, No. 57 and 58.

These boats, with their equipment, shall be turned over to the Agent, or held by the contractor for such disposition as the Agent may direct.

### SECTION 3

#### EXISTING BOATS TO BE RETAINED IN THE RECONDITIONING

The following existing boats shall be retained for use in reconditioning the vessel:—

(a) Class 1-A:—Eighteen, 30 feet, 61-70 persons, Nos. 4, 17, 21, 25, 29, 33, 37, 41, 42, 43, 44, 45, 51, 52, 53, 54 and 62, a total of approximately 1,186 persons.

Six, 26 feet, 42 persons, Nos. 47, 48, 49, 50, 55 and 56, a total of 252 persons.

(b) Class 2-B:—Nine, 30 feet, 66-70 persons, Nos. 19, 23, 24, 27, 31, 35, 39, 63 and 64, a total of approximately 610 persons.

Three, 28 feet, 58 persons, Nos. 7, 9 and 68, a total of 174 persons.

(c) Class 2-C:—Four, 30 feet, 61 persons, Nos. 36, 67, 69 and 71, a total of 244 persons.

These boats, their construction, as well as their equipment, shall be thoroughly examined, and where found deficient, damaged or missing, shall be corrected, repaired or replaced, as the case may be, to the Agent's satisfaction and so that when their reconditioning is completed, they in all respects comply with the U. S. Steamboat Inspection Service requirements and receive its approval.

It is known that the construction of these boats, in respect to strength and rigidity, is not fully up to accepted standard, that their longitudinal strength is somewhat deficient and in need of improve-

ment by means of additional keelsons, etc. This matter shall be carefully investigated and if and where additional strengthening is, or may be considered, necessary, this work shall be done.

Class 1-A Boats (double planked). Generally the following repairs, etc., are needed: Seams locally riveted; fenders recovered; keel seams stop watered at garboards; two athwartship beams,  $1\frac{1}{4} \times 2'$  fitted under end decks at each end; staving strips under side benches refastened; keelson, sided 4 inches, moulded  $7\frac{1}{2}$  inches, yellow pine, gained over frames and seaspliced to fore and aft dead woods, bolted through keel with  $\frac{5}{8}$  inch bolts, nuts and washers; fasten strips on each side of keelson full length; cut and fit ballast floor against keelson; change mast step; make new pieces of lower side bench  $11\frac{1}{2}$  inches wide to rest on stretchers; try and caulk garboard and wood end seams where necessary; take out all tanks, measure capacity and mark with capacity plates and test nipples; cut out staving around test nipples and capacity plates; where air tanks are constructed of iron, replace them with copper tanks; burn off paint outside and scrape where loose inside; apply two coats of lead and oil paint inside and out.

Class 2-B and 2-C Boats (wooden collapsible). Generally the following repairs, etc., are needed: renew canvas collapsible sides; fit new mouldings; recover fenders; put in 10 inch x 10 inch oak butt blocks riveted to hull to straighten hogged places in bilges in way of chocks (making it necessary to tear out about two square feet of decking and replacing it); burn off paint outside and scrape where loose inside; apply two coats of lead and oil paint inside and out; boats to be put overboard and loaded to determine their capacity.

All these boats shall be fitted with releasing gear satisfactory to the Agent and approved by the Steamboat Inspection Service. At present no releasing gear is fitted.

### SECTION 4

#### NEW BOATS TO BE FURNISHED

The following new boats shall be furnished:—

- (a) Three, Class 2-B, 30 feet, 66-70 person capacity, metallic, pontoon, well decked boats, with collapsible watertight bulwarks.
- (b) Five, Class 2-B, 28 feet, 58 person capacity, metallic, pontoon, well decked boats, with collapsible watertight bulwarks.
- (c) Twenty-two, Class 1-A, 30 feet, 76 person capacity, metallic lifeboats.
- (d) Two, Class 1-A, 26 feet, 50 person capacity, metallic lifeboats.
- (e) Two, 30 feet, wooden motor lifeboats, 8 person capacity each.

(f) Two, 22 feet, wooden work boats.

The Class 2-B, 30 feet and 28 feet, metallic lifeboats shall be constructed so as to in all respects comply with the U. S. Steamboat Inspection Service requirements and shall be fitted with steel keels.

The Class 1-A, 30 feet, metallic lifeboats shall in all respects comply with the U. S. Steamboat Inspection Service requirements and shall be fitted with steel keels. If fitted with independent air tanks, these tanks shall be made of copper. These boats shall be designed so that they can be stowed and handled in nests of three high under existing davits on "A" Deck without making any alterations to the davits.

The Class 1-A, 26 feet, metallic boats shall in all respects comply with the U. S. Steamboat Inspection Service requirements and shall be fitted with steel keels. If fitted with independent air tanks, these tanks shall be of copper. The boats shall be so designed that they can stow under a standard Class 1-A 26' lifeboat and allowing the latter to be handled by existing davits located at frame No. 26 on "C" Deck without making any alterations to the davits.

The motor lifeboats shall be constructed in accordance with detailed specifications given hereinafter, subject to such minor modifications as may be agreed upon.

The work boats shall be 22' 2½" long overall, 6' 0" beam and 2' 6" deep. They shall be constructed of Cedar, smooth planked, keel, frames, shear strake, gunwale and moulding of oak, copper fastened throughout over burrs. They shall be equipped with 6 oars, rudder, mast, yard and sail.

## SECTION 5 MOTOR LIFEBOATS

General. These boats shall be constructed of wood in a substantial and careful manner and in general in accordance with the following detailed instructions, subject to such minor modifications as may be decided upon during development of plans. The boats shall be completely fitted out in accordance with best practice for their class, including wireless equipment. Upon their completion the machinery and wireless equipment shall be given a thorough trial, the machinery kept operating for at least 24 hours under normal running conditions. Complete arrangement and detailed plans shall be submitted for approval.

Dimensions. Length overall about 31'-0"; length on water line 30'-0"; beam 8'-8"; depth 4'-6"; draft 3'-0".

Keel. To be of oak in one length, sided 3 inches, moulded 6 inches.

Keelson. To be of oak 3 inches x 6 inches laid flat on keel and through bolted to the same every 12 inches.

Stem. To be of oak, sided 3 inches, moulded to suit and faired up with planking to a 1½ inch face.

Stem Knee. To be of natural crook 30 inches x 48 inches, sided 4 inches.

Stern Knee. To be of natural crook, 24 inches x 30 inches, sided 4 inches.

Deadwood. Sided 3 inches.

Shaft Log. Made out of 2 pieces 3 inches x 6 inches keyed together, the whole faired down to siding of deadwood outboard.

Frames. To be of oak, straight grained, moulded 1¼ inch, sided 1¾ inch, spaced 12 inches on centers. Frames to be notched into keelson.

Floor Timbers. To be of oak, sided 1½ inch and moulded 6 inches over top of keelson.

Clamps. Main clamps to follow shear line from stem to transom and securely kneed to latter and to have breast hook at the bow. To be of 1½ inch x 6 inches yellow pine.

Deck Clamps. To run from stem to the break. All raised deck beams to be notched over the same. All clamps to be 1½ inch x 4 inches yellow pine.

Shelves. Main shelf to extend from transom to forward cock pit bulkhead and tapered off to 1½ inches at forward engine room bulkhead. To be 1½ inches x 3 inches yellow pine.

Raised Deck Shelf. To run from forward cock pit bulkhead to stem. To be 1½ inches x 3 inches yellow pine.

Stringers. There will be one stringer midway between main clamps and engine stringers, of 1½ inches x 3 inches yellow pine. Engine stringers to be 3 inches x 4 inches yellow pine, to extend from after watertight bulkhead to forward peak bulkhead. They are to lay on edge and the engine bed is to be bolted to the inside.

Beams. Deckbeams to be of 1 inch x 2 inches oak on every frame. Raised deck to be cambered 6 inches in 8 feet 8 inches and after deckhouse 10 inches in 8 feet 8 inches.

Decking. To be of ¾ inch Cypress T & G covered with No. 9 canvas. Cock pit of 1 inch x 2 inches cypress caulked.

Rubbing Piece. To be 2 inches x 3 inches shod with 1½ inches half oval iron.

Planking. 1 inch white Cedar, smooth planked; fastenings to be counterbored and plugged.

Transom. 1¼ inches oak.

Masts. To be 28'-0" high above water line, stepped on deck in hinged steps so they can be folded down out of the way. To be equipped to carry wireless antennae and be fitted with side stays and jack stays.

Towing Posts. There will be located two 4 inches x 6 inches oak posts forward, set to take hand winch. There will also be located two 6 inches x 6 inches posts aft.

Bulkheads. There will be two complete watertight bulkheads of double diagonal ¾ inch Cedar, with muslin laid in white lead between the two thicknesses. Forward bulkhead to have removable section between two posts for access to chain locker. There will also be one watertight bulkhead at each end of cock pit to cock pit floor.

Cock pits. There will be one amidship for operating and one aft for handling two lines, both to be self-bailing and about 12 inches above water line. Amidship cock pit to have side seats with fuel and air tanks under. After cock pit to have removable sections for access to quadrant.

After House. To be arranged as a wireless room and fitted with lockers for batteries and table for wireless apparatus. There will be a companionway from this compartment to each cock pit.

Forward Cabin. In this space the main engine and all the engine equipment will be located. The room shall have seats built in and fitted with all necessary shelving. Forward of the engine room will be a toilet room equipped with pump water closet and folding wash basin with water tank over. This room to be fitted with shelves as required. Companionway will be fitted to cock pit.

Hatches. All hatches shall be hinged.

Water Tanks. There will be one 5 gallon fresh water tank fitted against after engine room bulkhead.

Air Tanks. All air tanks shall be constructed of copper. There will be two shaped air tanks located under after deck of about 7 cubic feet capacity each, one under after cock pit of about three cubic feet capacity, four under midship cock pit of about 35 cubic feet total capacity and two under seats of about four cubic feet total capacity. Under seats in the engine room, there will be two shaped tanks of three feet capacity each and two over the seats of four cubic feet capacity each. Each side of the toilet forward there will be two tanks of about five cubic feet capacity each. This will give a total capacity of about eighty cubic feet or enough to float engine and wireless equipment and eight men.

Rudder and Steering Gear. The rudder to be of galvanized iron. Stock to be 1¼ inch round iron, slotted to receive plate, lower end carried on a strap iron skeg. There will be a stuffing box and weight carrier inside of hull. A tiller or quadrant will be fitted on upper end with steering cable and required fairleads to wheel in operating cock pit. This wheel will be a standard 24 inch galvanized iron wheel with drum.

Wireless Equipment. There shall be furnished and installed a ½ K. W. Cutting and Washington or equal radio set with all necessary wiring and control gear, including antennae, together with a one K. W. Kero-el equal electric generating-set, with all necessary tanks and piping, etc. This wireless equipment shall be arranged so that the necessary power for operating same can also be supplied from the storage batteries referred to hereinafter under Lighting.

Machinery. There shall be furnished and installed as propelling power one 32-37 H. P. heavy duty gasoline engine with kerosene attachment, of the Standard Motor Construction Company's make or equal, together with all necessary equipment, piping, shafting, propellers, bearings, stuffing box and full set of tools. A hand operated bilge pump shall be furnished and located in the engine room with suction in the lowest point of each compartment.

Lighting. The boats shall be equipped with electric lighting, which will include running lights. The power for this equipment shall be supplied from storage batteries of the Alkaline type. These batteries shall be of such capacity as to supply, during three consecutive hours, the necessary power for operating the wireless equipment, in addition to at the same time provide power for lighting of the boats. Provision shall be made for charging these storage batteries from the one K. W. electric generating set previously referred to under Wireless equipment. In addition to electric lights, the boats shall be equipped completely with all necessary oil lamps for running lights, as well as for lighting the various spaces.

Lifting Rods. To be located to suit boat handling gear and carried down and fastened through the deadwood.

Hardware. All deck fittings to be of galvanized iron and of best make. A trap ventilator shall be fitted over each compartment.

Conning Tower. The boat shall be provided with a Conning Tower located at the after end of the forecastle. The steering gear control shall be led into the same and a steering wheel similar to the one specified above shall be placed in the tower. A platform shall be fitted over the after end of the engine with hand rail around.



Equipment. The boats shall be equipped complete to comply with the U. S. Steamboat Inspection Service requirements for this class of boat.

## SECTION 6 RELEASING GEAR

As stated in Section 3, all boats, with the exception of the work boats, shall be fitted with releasing gear satisfactory to the Agent and approved by the Steamboat Inspection Service. They shall be of the type, which permits release of the boats only when the boat is water-borne.

## GROUP 2 BOAT HANDLING AND STOWAGE GEAR

### SECTION 1 GENERAL

The boats referred to in Sections 3 and 4 of the preceding Group shall be placed as indicated on the contract plans.

With some minor exceptions and as specified hereinafter, all existing boat handling and securing devices and gears will be retained after the same have been put in first-class working order, and all missing parts furnished. This does not, however, include the existing falls which shall be replaced throughout with new falls.

All existing blocks shall be stripped and cleaned and all worn parts replaced, and where not so fitted, Metaline bushings shall be installed. The rings or eyes of the lower blocks shall be modified to take the disengaging gear to be fitted in the boats.

The existing boat lowering winches with their motors, line shafting, bearings, adjusters, etc., shall be taken apart, cleaned and examined for wear and corrosion and all worn or broken parts shall be replaced by new ones. Pitting due to rust or corrosion and minor defects will not be considered sufficient reason for replacement with new parts. Where bolts are broken, they shall be drilled out and replaced with U. S. standard parts. Journals, bearings and bright parts shall be thoroughly cleaned, oiled and greased. The inside of motor housings shall be painted and the electric parts coated with insulating varnish.

All existing stowage appliances shall be overhauled and put in first-class condition and all missing parts furnished. Where changes are made in the location and types of boats to be stowed, the stowage and appliances shall be changed to suit the new boats, or where so required, new appliances shall be furnished. Where this is the case, they shall be of the same type as the existing ones.

Complete set of new boat covers shall be furnished for all boats with all necessary strongbacks, etc. These covers shall be made to fit each single stowed boat or each nest of boats, as the case may be, shall extend to at least 9 inches below the gunwale of the lowest boat and shall be made of No. 4 canvas and provided with all necessary crows feet and lashing devices.

**SECTION 2****BOATS STOWED ON "D" DECK HOUSE FORWARD**

Davits. Two sets of davits at present located on the C Deck aft shall be moved from said location and placed on top of the D Deck house forward as indicated on the contract plans. As the arms of these existing davits are not long enough to handle the boats, they shall be replaced by longer arms. Proper foundations shall be provided for these davits and the deckhouse top extended forward to allow necessary working space for the davit cranks.

Blocks. New metal blocks of proper size, etc., shall be provided for these davits. These blocks shall be fitted with non-topping and non-twisting devices.

Falls. 7/16 inch diameter non-twisting wire rope falls of type to be approved shall be furnished for these davits.

Boat Control. Two single boat hoisting and lowering winches complete with motors and adjusters shall be furnished and installed for the proper handling of the boats in this location. The winches and the gear shall be of the same or equal type of those now installed on the vessel.

Boat Carriers. Four sets of boat carriers of approved design shall be installed for handling the four inside nests of boats and fitted with all required chocks, gripes, rails, etc.

**SECTION 3****BOATS STOWED ON "A" DECK**

Davits. The existing davits shall be retained for handling the boats to be located on "A" Deck, except that for the forward two sets of boats on each side the davit arms shall be replaced with longer arms, due to the fact that the existing arms are too short for handling the boats to be stowed under these davits.

Blocks. The existing blocks shall be retained after the same have been overhauled and put in first-class condition. A non-twisting device shall be fitted.

Falls. 7/16 inch diameter non-twisting wire rope falls shall be furnished for these davits.

Boat Control. The existing lowering and hoisting winches with their motors and gear shall be retained and put in first-class working condition.

**SECTION 4****BOATS STOWED AMIDSHIPS ON "C" DECK**

Davits. The existing davits shall be retained for handling the boats to be located on "C" Deck amidships. They shall, however, be overhauled and put in first-class working order.

Blocks. The existing blocks shall be retained after the same have been overhauled and put in first-class condition. A non-twisting device shall be fitted.

Falls. 7/16 inch diameter non-twisting wire rope falls shall be furnished for these davits.

Boat Control. The existing lowering and hoisting winches with their motors and gear shall be retained and put in first-class working condition.

**SECTION 5****BOATS STOWED ON "C" DECK AT No. 62**

Davits. The existing davits will be returned after they have been overhauled and put in first class condition.

Blocks. The existing blocks shall be retained after the same have been overhauled and put in first-class condition. A non-twisting device shall be fitted.

Falls. 7/16 inch diameter non-twisting wire rope falls shall be furnished for these davits.

Boat Control. The existing lowering and hoisting winches with their motors and gear shall be retained and put in first-class working condition.

**SECTION 6****BOATS STOWED ON "C" DECK AT No. 45**

Davits. For handling these boats, the two sets of davits now located on the top of "D" Deck house forward shall be utilized. They shall be overhauled and put in first-class condition and proper foundations provided for them. Proper working of these davits will require that an extension be made at the after end of the "C" Deck as shown on the contract plans and this shall be done.

Blocks. New blocks shall be provided for these davits similar in all respects to the blocks now existing on the davits on "A" Deck.

Falls. 7/16 inch diameter non-twisting wire rope falls will be furnished for these davits.

Boat Control. Two single boat hoisting and lowering winches complete with motors and adjusters shall be furnished and installed for the proper handling of the boats located in this location. The winches and the gear shall be of the same or equal type of those now installed on the vessel.

## SECTION 7

### WORKBOATS ON TOP OF "D" DECK HOUSE AFT

Davits. Two sets of davits now located at the after end of "C" Deck shall be used for handling the working boats. They shall be overhauled and in all respects put in first-class working condition. Proper foundations shall be provided for the new location of these davits.

Blocks. The blocks originally fitted to the davits referred to in Section 2, will be transferred to the davits to be used for handling the working boats after they have been put in first-class condition. If the contractor so prefers, new 8 inch ash shell blocks may be substituted, thereby materially reducing the length of the Manila falls to be supplied.

Falls. 3 inch Manila falls will be supplied for these davits.

## GROUP 3

### ADDITIONAL BOATS FOR EMERGENCY 4th CLASS

#### PASSENGERS

Should it at any time be found necessary to carry the four hundred (emergency) 4th class passengers referred to on page 3 under "General Data," additional lifeboat equipment for about two hundred persons must at such time be provided.

In said case four Class 1-A, 50 person capacity, boats can be placed, two on each side on "C" Deck at No. 62, in nests inboard of the permanent equipment located in this vicinity. The existing davits can thereby be used for lowering the additional boats, but boat carriers with necessary rails, etc., would have to be installed.

An alternative arrangement would be to place the four referred to boats on top of the "D" Deck house aft under the working boats. This would however require increasing the length of the arms of existing davits to suit the height of the nested boats.

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